

The Hongkong Telegraph

WEATHER FORECAST
OVERCAST
Barometer 30.11

(ESTABLISHED 1881.)

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March 24 1915, Temperature 6 a.m. 61, 2 p.m. 64
Humidity 95

March 24, 1914 Temperature 6 a.m. 70 p.m. 81
Humidity 95

2866 日九初月二

WEDNESDAY, MARCH 24, 1915.

叁 四 廿 三 三 SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

TURKISH OUTRAGE AGAINST CHRISTIANS.

AMERICAN MISSION STORMED; BISHOP AND CLERGY ROUGHLY HANDLED.

Aerial Bombs Dropped on Rheims.

VIOLENT GERMAN ATTACKS REPULSED.

[Rauter's Service to The "Telegraph."]

Bombs Dropped on Rheims.

March 23, 4.55 p.m.

A Paris communique states—
The enemy bombarded Rheims, and a German aviator dropped bombs on the city, hitting three civilians.

More Progress.

We progressed in Champagne, eastward of Hill No. 190.
The Germans twice violently attacked near Bagatelle in an attempt to recapture lost ground, but were completely repulsed.

The Dardanelles.

(Official Telegram from the British Foreign Office.)

March 22.

The Admiralty announces that unfavourable weather has hindered operations in the Dardanelles and prevented the damage done to the forts on 18th being ascertained.

The British casualties during the bombardments were 61 killed, wounded and missing.

The Admiral Commanding has especially praised the splendid behaviour of the French squadron.

French Reports.

(Havas Telegram.)

March 22.

French Government Stock now stands at Fr. 71.00.

Yesterday the enemy bombarded Soissons Cathedral.

At Eparges we repulsed violent counter-attacks. We retook Reichackerkopf, which was lost yesterday.

To-day, in Argonne, near Bagatelle, we exploded three mines, carrying a trench. Our artillery repulsed a furious attack, inflicting very heavy losses on the enemy.

Petrograd.—Przemysl fortress has surrendered.

Turkish Outrage on American Mission.

A Djoulfa message says the Turkish Consul, Rahi Bey, leading 70 Askaris, attacked the American Mission at Oarmia, sheltering 15,000 Christian people. The Orthodox Bishop Marcellus and other fathers were outraged and sustained bad treatment. The Mission has asked Russian troops for protection.

(Official Telegram from French Government, via Peking.)

March 23.

On the 21st, we retook a few lines of trenches lost the day before north of Arras, and blew up a German subterranean gallery at La Boisselle.

Soissons Cathedral was hit by 27 shells. Contrary to German allegations, the cathedral was not a military observatory. The bombardment of Rheims was resumed and continued on Sunday.

In Argonne, we blew up three mines and carried a trench, a German attack being repulsed with very heavy losses for the enemy.

In the Vosges, we retook Little Reichackerkopf lost the day before and counter-attacked to retake Great Reichackerkopf.

The German announcement that a group of houses has been lost by the British troops at St. Eloi is entirely false. Nothing of this sort has happened up to now.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

TO-DAY'S LATEST WAR TELEGRAMS.

EARLIER TELEGRAMS.

Russian Generals Decorated.

March 23, 1.45 a.m.

In connection with the fall of Przemyśl, the Czar has conferred the Second Class Order of St. George on the Grand Duke Nicholas, the Commander-in-Chief of the Russian Army in the field, and the Third Class of the same Order on General Ivanoff, Commander of the besieging Army.

Fierce Artillery Fire.

A communique issued prior to the surrender of the garrison mentions that a fierce artillery fire was maintained around the fortress. On Sunday night portions of the garrison again tried a sortie north-eastwards, but were driven back within the circle of the forts with heavy loss.

Zeppelin Scares in Paris.

March 23, 4.35 a.m.

A telegram from Paris states that a Zeppelin dropped a bomb at Villers Cotterets last night.

The alarm was given in Paris, where lights were extinguished at nine o'clock. People crowded in the streets, despite Police warnings, but the Zeppelin did not arrive and lighting was restored at 10.40 p.m.

March 23, 8.5 a.m.

A second alarm was given at 11 p.m. Lights were extinguished on a report being received that two Zeppelins had been sighted in Oise, one proceeding towards Amiens and the other towards Compiègne.

CONTEMPORARY OPINION.

THE HIGH SEAS AS A WAR ZONE.

[PUBLIC LEADER, "PHILADELPHIA"]
The following leading article is from the Public Ledger (Philadelphia) of February 6:—

There is, of course, absolutely no warrant in international law for the order of the German Admiralty declaring the waters around the British coasts a war zone. It means the establishment of a mere paper blockade, which cannot possibly be effective. No neutral Power can be expected to recognise the validity of such an act.

But this is the least important consideration involved. Germany has transgressed both the rules of war and the dictates of common humanity in the further announcement that "every enemy merchant ship found in this war zone will be destroyed, even if it is impossible to avert dangers which threaten the crew and passengers." One of the first obligations resting upon the captors of a merchant ship is to provide for the safety of the non-combatants on board. No nation in modern times has hitherto disregarded it. In setting such an evil precedent, the German Admiralty is guilty of little less than an act of piracy.

The issue thus raised is as important to neutrals as to belligerents. Indeed, the order expressly makes it so. Under the pretext that British ships have misused neutral flags—a discovery that appears to be the exclusive property of Berlin—neutral ships are declared to be in danger, on the ground that they may be the object of attacks meant for enemy ships. In other words, this new kind of warfare is to be carried on indiscriminately. The German

submarines are to sink practically every merchant vessel they capture. A neutral flag will be no protection if there is even a suspicion of its genuineness. In a contest waged in such a spirit, how easy it would be for a rash naval officer to sink an American or Swedish or Danish ship, and thus create a new international complication! If humanity could not restrain Germany from such a risk, prudence should have done so.

So far as the United States is concerned, the flag will not matter if American lives are lost in the execution of this barbarous policy. To capture an English liner and turn American passengers adrift in small boats would be a distinctly hostile act against this country. It is plainly the immediate duty of the Administration to protest in no measured terms against this latest infringement of the law of nations.

It may not have been our business to interfere officially in behalf of Belgium, though such a course might have been morally justified. But it is our business to protect our own rights and the safety of our citizens. Germany should be told at once by every neutral Government that this outrage is intolerable. An Administration which was so quick to guard the profits of American exporters must be equally quick to guard the lives of American travellers.

Death of Archbishop Bagshawe.

Archbishop Bagshawe, who for many years was Roman Catholic Bishop of Nottingham, died on Feb. 6 at Isleworth. Archbishop Bagshawe was one of the few survivors of those who were associated with Miss Florence Nightingale in her work during the Crimea. Archbishop Bagshawe was one of the first chaplains to leave for the Crimea.

ELECTRICITY IN CHINA.

THE SITUATION ANALYSED.

Interesting Lecture by
Professor Smith.

In connection with the Institute of Electrical Engineers, a meeting was held last evening at the Hongkong University, when Professor Middleton Smith delivered an interesting lecture on "Electricity Generating Stations in China." There was a good attendance of local men connected with the profession and also a number of students of the University. Mr. W. L. Carter presided.

After dealing with the various installations in Hongkong, Canton, Macao, Shanghai, Hankow and Yunnanfu, the lecturer gave the following conclusions which he had drawn:—

Working Costs in China.

In the case of the new installations the general practice, at present, seems to show that the Chinese commence on a scale of rather under 100 k. w. There is probably not very much difference in the cost of running crude oil engines and suction gas plants of this size.

Take a small installation of 50 k. w. (oil engines). The capital cost of the engines, foundations, dynamos and switchboard would be (roughly) \$13,000. A rough building and land would probably bring it up to \$15,000.

We find at the University that crude oil can be used as fuel to cost less than 2½ cts. per unit; lubricating oil, and waste etc. say 1½ cts. per unit. Wages for supervision, drivers etc. \$200 a month, say \$2,400 per annum.

The output of the station is reckoned at 50,000 units per annum. Cost of depreciation per annum is 10 per cent., say \$1,500. Total cost depreciation, wages, etc., is say \$4,000 per annum, or 8 cents per unit. The running expenses are 3 cents a unit. Hence the total generating cost is about 11 cents per unit. As overhead mains may be used the distribution costs are low.

Experience has shown that Chinese will pay 25 cents a unit and there is clearly a very good margin of profit.

At the present time there seems to be all sorts of sporadic efforts to supply light from small stations, British, American, German and other kinds of machinery is to be seen. There is practically no legislation in China concerning electric supply and if things continue to progress, as at present, there will be endless annoyance and confusion for engineers and customers in a few years. It seems necessary to map out the populous country in South China into areas, put in say a dozen small oil or gas-driven stations in each area, all uniform and under the general supervision of one European engineer. In the course of time these would be linked up with a large turbine driven station and the building used as sub-stations.

If water power is used it is probable that, even with long transmission wires, a company would make big profits if it sold energy at 8 cents a unit.

General Conclusions.

After two years of study of the subject, the writer has the impression that at present the demand for electrical apparatus in China is all on a comparatively small scale. Shanghai is the one great exception. Commercial men in Britain might possibly be pessimistic about the outlook, as they read these figures, but there are two or three factors to be remembered which may make them take a rather more rosy view of the future prospects in China.

(1) There is a great desire, among all classes of the Chinese to have electric light, and experience in and around Hongkong seems to prove that they are quite willing to use and pay for it, at even extravagant prices.

(2) The plants already installed are having an educational effect. In nearly all cases extensions are contemplated.

(3) The Chinese are particularly anxious to adopt applied science work; during the last few years the shrewd business men in the coast ports have been repeating vaguely, but sincerely, "there is money in it." It is to be hoped that the Chinese will not blindly adopt all things European, but it is almost certain that they will extend greatly the use of electricity. A responsibility rests with Europeans in the treaty ports to educate them in the work. Thousands of Chinese are turned away from popular lectures in Canton and other cities on "Electric lighting." Can we imagine tens of thousands of Londoners going to the Albert Hall to listen to a lecture on such a subject?

(4) The simple statement that, of the 187 students in the Hongkong University, 92 have selected engineering as a profession, shows quite clearly the direction of the thoughts of the more progressive parents.

(5) Twenty-five years ago most of the supply stations in Great Britain were installing units of about the size of those now being used in China.

Up till the present there has been practically nothing in the nature of an educative campaign on behalf of electrical machinery in China. This local section might reasonably be expected to do its utmost to further electrical science in the Far East. There are difficulties, financial and administrative, to be overcome before this market is greatly increased, but the greatest difficulty of all is to provide objects of lessons to the Chinese, and to supply information and unbiased advice. In the furtherance of that work the Engineering Department of the Hongkong University will be happy to do its utmost, as we feel that it will be greatly to the advantage of China if the quantity of electrical apparatus sent out here is increased.

It is always very dangerous to attempt to forecast the future, but it would seem that the outlook is particularly good. The large numbers of Chinese students, who are now being trained in engineering work will explain to their countrymen what is common practice in other countries; they will educate and influence many people to use electricity and they will explain to their friends and relatives that money is to be made by initiating supply schemes. Many of them should be able to find employment as agents, shall we say, technical compradores, or, later on, partners, with European firms in the East. They should be able to secure orders where Europeans cannot obtain an entrée.

The large oil companies are busily extending their market all over China. Possibly the immediate developments inland will be brought about by the use of oil engines or water turbines. The use of coal inland is not probable even in the immediate future. Even in South China it is necessary to use Japanese coal and the price seems to be about \$10 (one pound) per ton. The fuel problem is one that will be solved easily, when the Chinese begin to properly develop their own natural resources. At present it is serious, but it does seem to be a fact that the Chinese are willing to pay for electric lighting, and so the price of fuel is not so vital as at first might seem to be the case. The electrical engineer has to compete only with such crude illuminants as the candle and oil lamp.

The question of standardisation of supply systems is much too large a matter to deal with in this paper, but it might well form the subject of a contribution to this local section later on. At present Hong-

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The enemy has bombarded Rheims and an aviator has dropped bombs on the city.

The Germans have made two violent attacks near Bagatelle, but they were completely repulsed.

On reports of the likely appearance of Zeppelins, the lights were twice extinguished in Paris on the 22nd inst.

Despite police warnings, people crowded the streets in Paris on the report being made that Zeppelins were sighted.

In connection with the fall of Przemyśl, the Czar has conferred the 2nd Class Order of St. George on the Grand Duke Nicholas and the 3rd Class on General Ivanoff.

NEWS.

Further Notes on the Crisis appear on page 4.

Interesting news from our Canton correspondent appears elsewhere.

The final reports on the West River Flood Relief Fund are given to-day.

General News and an article headed "German Violations" appear on page 3.

The directors of the Green Island Cement Co. recommend a dividend of 50 cents per share.

"Our Contemporaries" appears on page 2, Commercial News on page 3 and Log Book on page 6.

Professor Smith's lecture on electrical generating stations in China is reported in this issue.

Important questions concerning Kowloon were discussed at yesterday's meeting of the Sanitary Board.

Hongkong has a supply system with 75 cycles single phase, while Kowloon, just across the water, is able to supply 3 phase 60 cycle motors. Is it too much to hope that some effort will be made to obtain some uniformity in order that salesmen of electrical goods may not have to keep many stocks of the same article? It would be ideal if Hongkong, Kowloon, Canton, Macao, and other places in South China used the same A. C. or D. C. systems. There seems to be a danger that, in the development of electricity supply, there will be many troubles arising out of sporadic efforts. This local section might use its influence to warn capitalists and engineers of the unfortunate experiences in the industrial parts of Great Britain because of the multiplicity of supply systems.

A discussion followed, in which the Chairman, Mr. Williams, Mr. Graham and the lecturer took part. Mr. Williams in particular spoke of the necessity of seeing that the Chinese investor in generating plant was given a fair, straight deal and also suggested that something might be done with the committee formed in Shanghai towards the securing of a standardisation of electrical supplies.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

China Fire Insurance Co., Ltd., General Meeting—noon.

Wednesday, March 31.

The Hongkong and Whampoa Dock Co., Ltd., ordinary annual meeting of shareholders—11 a.m.

Hongkong Rope Manufacturing Co., Ltd., ordinary annual meeting of shareholders—noon.

NOTICES

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LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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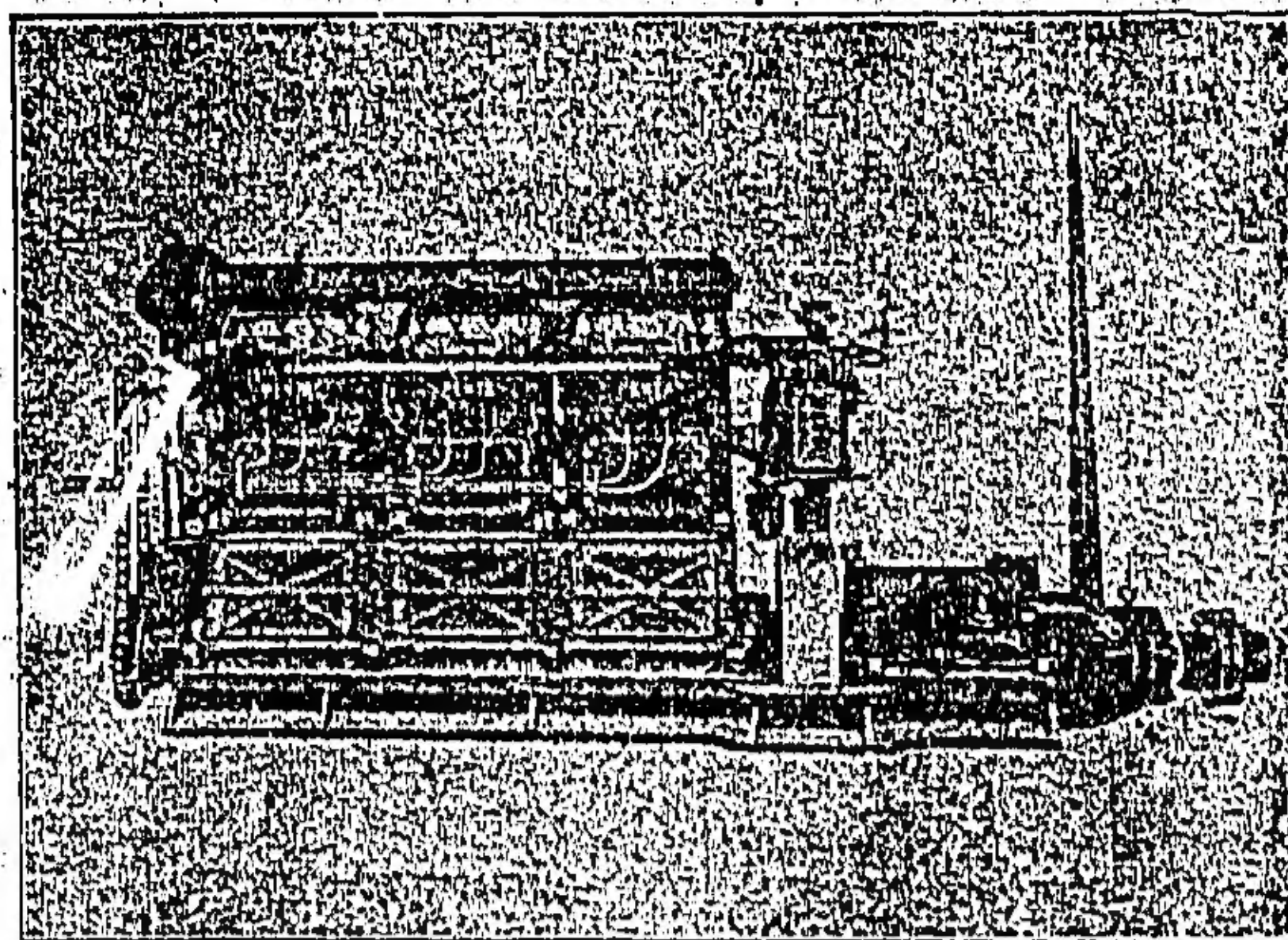
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OUR CONTEMPORARIES

South China Morning Post.

Przemysl Falls.
 On February 13th, the Russian military authorities admitted the possibility of an Austro-German attack on the Russian positions around Przemysl, as the Austrian troops had recently "shown new signs of activity." Later reports spoke of the investment becoming closer, and only a few days ago we were informed that the Russians had captured the heights which commanded the inner forts. The fall of the city was inevitable. There was no hope of relief, and disease was reported to prevail to an alarming degree. Progress will now probably be made towards Cracow, for the fall of Przemysl relieves a large investing army, according to a reliable correspondent at Petrograd, Russia's second mobilization is at present being carried out. When it is complete the army will consist of a force of 10,000,000 men, and then there will still remain seven governments in which not a single man has yet been called upon.

Daily Press.

War and the Social State.
 Our material, if not our moral, progress depends upon the accumulation of the surplus of our labour—that is, the power of each person to perform more labour than is required for the maintenance of himself and those dependent upon him. Now, war undoubtedly tends to destroy this surplus—in fact, without the existence of such a surplus the immense armies of modern warfare could not be put into the field. Thus war, so far from making for progress, rather tends to produce a state of stagnation, the effect of which is felt long after the war has come to an end, as much by the victors as by the vanquished. Indeed, it is possible for the vanquished to make a quicker recovery than the victors who are naturally, in the flush of their victory, inclined to overlook the material setback they have suffered. War is thus an anomaly, if not an actual disease afflicting the social state. In our unequal moral progress it is perhaps inevitable that it should remain to afflict mankind, but that it should be glorified into a means of progress is a perversion of the truth which should not deceive the world.

China Mail.

Turkey and the War.
 There are, however, some critics, and Count Reventlow finds it necessary to defend Enver P. In the pages of Berlin *Tagesspiegel*, from the charge of acting contrary to the interests of the Turkish people: "Enver Pasha is the incarnation of the principle of the national independence of the Turkish Empire. He can only feel honoured by the intrigues against him, and he may be sure that the German ally follows his work and his efforts with high appreciation and with all sympathy. Our brave allies, the Turks, will learn from the efforts of the Western Powers and Russia to cause disunion, what enormous value these Powers set upon blocking for the Turkish people the way to a position of vigorous independence—a way which the Turkish people, in the necessity of self defence, has taken with determination and vigour, along with its allies." Poor Turkey needs all the sympathy and pity that may be bestowed upon her, as her star is fast setting in Europe and the desideratum that has long since been advocated by humane people of many nations—in the light of Macedonian, Bulgarian, and other atrocities perpetrated under Turkish influence—is about to be realised, namely, that she should be ejected entirely from Europe and forced to confine herself hereafter to Asia-Minor.

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GENERAL NEWS.

Kipling MSS.
Mr. Alexander Pollock Watt, of Hastings House, Norfolk-street, Strand; and Abbey-road, St. John's Wood, literary agent, bequeathed the manuscripts of Rudyard Kipling and the despatch box of Wilkie Collins, with the contents, to his son Alexander; and the manuscript of two songs of Robert Burns to his son John. The value of the property is £50,828.

Old Chinese Customs Man's Death.
We (N. C. Daily News) regret to report the death of Mr. Charles Deighton-Braysher, a very old member of the Chinese Imperial Maritime Customs Service. Mr. Deighton-Braysher, after a long period of service at many of the treaty ports in China, retired some five years ago. He died at Ashford, Middlesex, on February 11, in his seventy-eighth year.

Dutch Indies and Code Wires.
The Indian Telegraph Department notifies that the Dutch Indies do not accept private telegrams in any code. Private telegrams in code for Indo-China must be in A.B.C. code, 5th edition, or in Leibner's code, but in telegrams from French India offices the A.Z. code will be also permitted. Telegrams for Indo-China in above codes will only be accepted if sent by cable.

Author of 6,000 Hymns.
Bridgeport (Conn.), February 12.—Lanny Crosby, the blind hymn writer, is dead. She was 95 years old. She became blind when six weeks old, and at the age of 15 entered the Institute for the Blind, New York, where she eventually became a teacher in English grammar and rhetoric. She wrote over 6,000 hymns, including "Safe in the arms of Jesus."

R.L.S. Manuscripts.
Particulars as to the sale in New York of the second portion of R.L.S. letters and MSS. and other Stevensoniana show that \$280 was paid for the MS. of "The Fair Trunk," the author's first serious attempt at novel writing. This is, we believe, the highest price yet paid for a Stevenson manuscript, but relatively higher prices have been obtained in London. "The Fair Trunk" MS. runs to 146 pages, while 38 draft pages of "Weir of Hermiston" fetched £228, at St. John's in July last. Even higher, relatively, was the £39 bid at the same sale for four lines of autograph verse "To My Wife," a price of more than a sovereign a word; while a single autograph note sold for £101.

F.M.S. Stamp Enactments.
The draft of an enactment, to amend the Stamp Enactment 1897, is printed in the F.M.S. Government Gazette. The Bill is designed to increase the revenue derived from stamp duties by raising the duty payable in respect of the estates of deceased persons and by raising the duty payable on promissory notes; with the same object in view it also requires stamps on promissory notes to be cancelled at a stamp office instead of by the person affixing the stamp. The opportunity is taken to impose a fixed duty of two dollars on transfers by trustees for specified purposes and to provide for the case of leases the principal consideration for which is the rendering of a portion of the produce of the land to the lessor.

Medical Men on Active Service.
With the approval of the Secretary of State for India the following terms of employment have been sanctioned for European and Indian private medical practitioners who have been or may in future be engaged for service with the Overseas Expeditionary Forces:—Period of engagement, one year, if services required for so long; pay and allowances, pay at £14s. per diem with free rations and quarters (the latter only if available, no allowance in lieu being admissible); advance of three months' pay if desired; outfit allowance, £40 if outfit is purchased in India; rank, temporary rank of Lieutenant in the Indian Medical Service; gratuity, £60 on termination of engagement; travelling allowance, at the rate laid down for Lieutenants in Army regulations, India, Volume 10 paragraph 20, from their residence in India to the station to which ordered, form E being used. Employment on these terms does not confer any claim to permanent commissions.

NOTICE.

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GERMAN VIOLATIONS.

Memorandum by the Executive
Committee of the Navy
League.

The following memorandum issued by the Navy League has been forwarded us for publication by Mr. E. A. M. Williams, Secretary of the local branch:—
"During the week ending February 6th the Executive Committee of the Navy League have had under consideration recent acts of German submarines in making torpedo attacks upon a British hospital ship and upon British merchant vessels without warning. The Committee has further given careful thought to the situation which arises in view of the declaration of the Chief of the German Marine Staff that the waters around Great Britain and Ireland, including the whole of the English Channel, will be regarded by Germany on and after February 18th as a 'war region.' The policy which Germany proclaims from the date specified is that:
(a) 'Every enemy merchant vessel found in this region will be destroyed without its always being possible to warn the crews or passengers of the dangers threatening.'
(b) 'Neutral ships will also incur danger in the military area.'

1. Hospital Ships.
The Navy League feel that they do not need to emphasize the gross and criminal violation of all the recognized laws of civilized warfare of which Germany stands convicted in making an attack upon the hospital ship *Austrian* off Havre on the 25th January, 1915. Convention No. 10 finally agreed to at the Hague Peace Conference on the 18th October, 1907, lays down in the most explicit language the obligations which devolve upon belligerents in dealing with hospital ships and also gives the detailed regulations to be complied with by States, organizations and private individuals in putting such ships into commission. Schedule A attached hereto cites the articles from the Convention which are in effect but confirmation of the principles of the Geneva Convention as applied to maritime warfare.

It has been officially announced by the French Ministry of Marine and by the Financial Secretary to the British Admiralty in the House of Commons that all the stipulations laid down in these articles have been complied with, notwithstanding which an attempt was made by a German submarine to destroy the ship by firing upon it by torpedo. The ship bore all the marks and indications of a properly commissioned hospital ship and its existence was notified to Germany in October last. Happily the torpedo missed its object, but the murderous intent was clearly demonstrated.

On a former occasion the Admiral Ganteaume engaged upon the work of mercy of conveying Belgian refugees to England was torpedoed by a German submarine off Bologne and it was only because immediate aid was avail-

able from friendly vessels that the majority of the crew and passengers were saved.

The Navy League call attention to these incidents as sufficient in themselves to prove to the world that neither the dictates of humanity nor the law of nations are respected by Germany upon the high seas, and the League, therefore, appeal with confidence to the public opinion of neutral nations to 'protest against acts which place their perpetrators outside the pale of civilized warfare.'

It may be observed that the first signature to each and every Convention unanimously adopted at the Hague in 1907 is that of His Majesty the German Emperor, King of Prussia.

2. Enemy Merchant Ships.
The universally established practice of civilized nations in dealing with merchant ships of an enemy is that the captor should bring the prize to the nearest port of his own country there to be adjudicated upon by a Prize Court. Destruction can only be resorted to when the prize is in an unsafe condition or the captor cannot provide a prize crew or when the captor would endanger his own war craft in the process. Before destroying a merchant ship the safety of all persons on board must be adequately provided for. The capture of merchantmen by vessels like submarines, which are unable to fulfil these conditions, was never contemplated. The principle has never been departed from by any belligerent in modern times previous to the outbreak of the present war. Its observance is essential to the maintenance of those rules of conduct in the relationship of nations which mark the triumph of humane considerations over the barbarism of times more remote. Modern justice could only regard as simple murder the destruction of the crews and passengers of merchant ships or casting them adrift in circumstances in which it would be possible for them to save themselves.

This being the law of the capture and destruction of prizes in maritime war as laid down repeatedly by distinguished jurists in Europe and the United States, the Navy League are justified in describing the action of Germany in torpedoing two British merchant ships on January 30th off the north-west coast of France without any warning whatever as an act of piracy with no extenuating circumstances, and therefore punishable as a crime against humanity and civilization. The fact that the crews and passengers were saved by French destroyers makes it evident that the German submarine preferred to attack the defenceless merchantmen rather than the war craft in the immediate vicinity.

These acts, subversive of all international obligations, were of course committed previous to the announcement of the Chief of the German Marine Staff already referred to, and they prove what is common knowledge during the progress of the war that defenceless vessels and their crews have been deliberately and indiscriminately sunk by German mines and torpedoes

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(Continued on page 10.)

Will of Major Eustace Loder.
Personal property of the value of £295,938 is left by Major Eustace Loder, late 12th Lancers, the famous racehorse owner. He gave his share and interest in the air Cock-a-Hoop to Sir Merik Barrill, £50,000 to the 12th Lancers Regimental Association; £500 to the 12th Lancers Comrades' Fund; £1,000 to the Drogheda Memorial Hospital, Carragh; £5,000 and an annuity of £500 to his manager, Noble Johnson; £50,000 to his nephew, John De Vere Loder; and the residue to his nephew, Giles Harold Loder.

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J. M. BECK, Superintendent. Hongkong, March 18th, 1915. Great Northern Telegraph Company, Ltd.

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NOTES.

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BIRTHS.

SIMMONDS.—On March 15, at 41, St. Michael's Road, Serangoon, Singapore, to Mr. and Mrs. H.G. Simmonds, a daughter.
HALLSTONE.—On March 14, at 1, Knaresborough Place, S.W., the residence of her father, the wife of H.W. Hallstone, Kuala Lumpur, of a daughter.

DEATH.

ASHTON.—At Pagoda Anchorage, on the morning of the 15th, March, Frank Ashton, native of Lincolnshire, England, for many years a well known and highly esteemed resident in South China, in his 65th year.

MARRIAGE.

EVANS-LATHAM.—On March 15, at Holy Trinity Church, Batu Gajah, Perak, F.M.S., by the Rev. H. C. Henham, Edward Llewellyn Dorset, sixth son of Major David Williams Evans, of Penymaes, Llanantffraid, Montgomeryshire, to Pearl Gwendoline, younger daughter of Harold Latham, of Singapore, S.S.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 24, 1915.

KOWLOON SANITARY MATTERS.

Matters of vital interest to the health of the community across the harbour came up for discussion at yesterday's meeting of the Sanitary Board. On the motion of Mr. Goldring, who is coming to be looked upon as the representative of Kowloon, the general question of the insanitary condition of down-pipes, private wells, drains, sewers and open spaces in the Peninsula was raised, and although the proposition to appoint a special sub-committee, to investigate matters and report, was not pressed, enough was said to show that affairs are not by any means what they should be. More than that, the discussion was not without beneficial results, inasmuch as the matters complained of are to be looked into by officials of the Sanitary Department and the P.W.D., whose attention will be specially directed to the more glaring nuisances by the member who raised the issues at the meeting of the Board. Once the facts are looked into in this way and the conditions revealed, there will be no excuse for inaction.

Mr. Goldring had particular localities in mind. He spoke from personal knowledge, in bringing the matter forward for discussion. And we cannot do better than refer our readers to the report of his speech, which appears elsewhere. But his observations may be equally applied to the greater part of the Kowloon Peninsula, especially to the districts inhabited almost exclusively by Chinese. Kowloon, we all know, is a growing place, and though it is satisfactory to know that the sanitary staff there is to be increased, there cannot be the least shadow of doubt that, even with the addition of another European inspector, it will be far from adequate to fulfil the duties which devolve upon it to safeguard the public health. The trouble is, however, that the present is a time when expenditure has to be curtailed rather than enhanced, though the health of the community always should be the pre-eminent consideration. So far as the breeding of mosquitoes is concerned, there is no doubt that the vacant spaces of land and numerous private wells in Chinese gardens are most fruitful areas in this particular regard. Many of these open spaces are reclaimed land, sunk in many places below the proper level, and, after heavy rains, big pools of water form and become stagnant, thus providing admirable breeding-places for mosquitoes. The only remedy so far as these are concerned is, as Mr. Hewitt aptly put it, "eternal vigilance"—the filling in of slight subsidences and the free use of kerosene. Then, too, what is needed is an encouragement of building on these open spaces, and in this direction the authorities should give every facility, especially in the case of improvement areas, by making ample compensation to occupiers who are prohibited from building on old vacated plots. But these points aside, we must not overlook the general question. If conditions are not as they should be—and they are not—it is the duty of the authorities to find the remedy. And we have hopes that yesterday's discussion will materially hasten the consummation of that end.

Give a Dog a Bad Name.

Mr. William Le Queux, the industrious gentleman who grinds out sensationalism at the rate of about six volumes a year, has at last found a champion—in a direction where one would scarcely have thought of looking. No less a person than Mr. Wilfred Harvey, the *Globe's* literary critic has taken up the cudgels for him; not—Heaven forbid—as a novelist, but as an authority on the Spy question. Mr. Harvey makes out an exceedingly fair case for this writer of a thousand books. "It is unfortunate," he says, "that in England, once we label a writing man, we refuse to take him seriously in any new rôle he may adopt," and he goes on to show that Mr. Le Queux knows perfectly well what he is talking about when he writes of the German spy system, and is well deserving of being listened to.

Writing according to the Market. This we do not doubt for a moment, but we venture to think that, if Mr. Le Queux finds it difficult to "get a hearing among thoughtful people, it is purely his own fault. Nearly twenty-five years ago he gave up a good post as a sub-editor on the *Globe* that he might be enabled to devote himself to the writing of fiction. The man who could afford to do that could, presumably, afford not to publish frank rubbish. Or, even supposing that he was obliged at first, to pandor to ignorant people's taste for bread and cheese, the time came when his income was certainly such as would leave him free to "establish" himself under some other name as a writer of such fiction as could be regarded seriously. After a man has converted himself into a kind of chum for ever twenty years, he has little room to grumble when those who choose to think that there ought to be some slight connection between fiction and literature, refuse to consider him as a man whose word carries weight. Surely the trouble is of his own making.

Joanna Southcott of Exeter.

In the days when Whittaker's Almanac used to publish a most illuminating list of the three hundred and sixty-five religious sects in Britain one would speculate at while as to what might be the distinguishing theological marks of the creed of the "Believers in the Divine Inspiration of Joanna Southcott of Exeter." According to recent Home papers it would appear that Joanna's memory is being revived. It is not necessary to particularise as to the hallucinations of this queer fanatic. She died in 1814, and left a mysterious box of "revelations," which was not to be opened till it was "sent for by the bishops, suddenly and unawares, in a time of national danger." Apparently there are still some "Believers in the etc. etc." in existence, and some of them have opined that now is the time for the opening of the box. The custodian, thereof, however, does not agree, inasmuch as the bishops have not yet sent for it. We wonder if they will elect to do so.

European Clothes for the Chinese.

It is stated in New York that there is a great and growing demand in China for European clothing. The Americans are a practical people and do not usually encourage the sending of goods to places where there is no market; therefore one is bound to accept the assertion. Yet we cannot help wondering in which particular part of China this demand so emphatically exists. It is, we believe, the experience of Hongkong merchants that China's fondness for the fineries of the West is diminishing rather than increasing, and that, with the exception of shoes and stockings for women, and hats or caps for men, European attire is comparatively little worn or wanted in this part of the world. Hongkong itself should be some criterion, seeing that nowhere are the Chinese more directly in touch with Western influences; and our readers will support us in the opinion that here the native costume is far more in evidence than was the case a couple of years ago. From the point of view of comfort and picturesqueness we see no reason why any of the Chinese should care to abandon the dress of their fathers.

DAY BY DAY.

A SOUND MIND IN A SOUND BODY. IN A SHORT BUT FULL DESCRIPTION OF A HAPPY STATE IN THIS WORLD.—Locke.

The Weather.
Lower level 8 a.m. Temp. 64; rain.
At the Peak 8 a.m. Temp. 59; rain.

Count the Columns.
Yesterday the *Telegraph* published 34 columns of solid reading matter. To-day there will be 31 published.

The Mails.
Siberian Mail.—Closes per a.s. Chioy Maru to-morrow at 11 a.m.

Up to the Minute—Share Market News.

Closing prices:—
Banks.—\$800, sellers.
China Sugars.—\$108, sales.
Tromps.—32/8.
Kowloon Dock.—\$59, sales.
Hongkong Wharves.—11s. 9d.
Unions.—\$870, buyers.
Cements.—\$675, sales and buyers.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.15 1/2d.

To Consignees.
Consignees of cargo by the Chioy Maru are reminded that goods remaining undelivered after to-morrow will be subject to rent.

To-day's Anniversary.
To-day is the thirty-third anniversary of the death of the poet Longfellow.

Company Meeting.
The China Fire Insurance Company's meeting is to be held at noon to-morrow.

Gold Watch Stolen.
A Japanese jeweller, of 19, Praya East, has reported to the police that someone has stolen from him a gold watch, valued at \$40.

Fell Down Hold.
A Chinese woman has been admitted to the Government Civil hospital suffering from injuries caused by falling down the hold of the s.s. Mausang.

Paint-Scraper's Death.
The body of a paint-scraper has been sent to the Public Mortuary. Deceased fell from the roof of the painters' shed at Tai-koo Dockyard and sustained injuries from which he died.

Sailing Date Altered.
The N. Y. K. request us to state that the Suwa Maru, for Marseilles and London via ports, will sail hence on Thursday the 25th inst. at noon, and not on the 26th inst.

Brass Theft.
Mr. Ramy, of 44, The Peak, has complained to the Police that thieves have stolen from an unoccupied house on the Peak four brass water-taps and four bell pulls to the total value of \$10.

Week-End Service Renewed.
The attention of the public is drawn to the Hongkong, Canton and Macao Steamboat Company's resumption of the week-end service to Canton. Steamers leave Hongkong on Saturday night at 10 p.m. and Canton on Sunday at noon.

Fire.
A fire broke out last evening in the premises of the Wah Yung Knitting Factory, Canton Road. The fire, which was said to have been caused by spontaneous combustion, was confined to some boxes, in which it originated, by the Yaumati Fire Brigade and the occupants of the premises. Damage was done to the extent of \$600, which is covered by insurance.

Victoria Theatre.
Despite bad weather there was a fair-sized house at the Victoria Theatre last night, when a programme was put on. Mr. J. Bracken, an Australian wire-walker and wonder-worker, gave an excellent turn, which included dancing, juggling and juggling on the wire, and his performance met with much well-deserved applause. The war pictures were most interesting as was also the two-part dramatic film: "The Mystery of Kador Oliffe."

NOTES ON THE CRISIS.

THE FALL OF PRZEMYSL.

Some Reflections on Its Probable Effect.

The surrender of Przemyśl, with its garrison of 55,000 officers and men, is the biggest and most important piece of news which has been circulated for many weeks past. It is, we believe, the first place in Europe to throw up the sponge in the present war. And, coming at this particular moment, when things are looking as black as they well could for both Germany and Austria, it is of the utmost significance. Apart altogether from the material gain to the Russians, there is the moral effect on the enemy to be taken into account. Austria will feel the blow very severely, and its delivery may, as it probably will, serve to hasten the movement for the conclusion of a separate peace. As for Germany, she will no doubt attempt to explain away the victory to the public, but the thinking section of her people will not fail to realise the full meaning of the capitulation.

On to Cracow.

We have spoken before of the advantage which will now fall to Russia through the release of a big force of invaders which may be used in operations elsewhere. In this connection it must be remembered that the Russian vanguard is a long way west of Przemyśl, for in their original advance the Czar's forces pushed steadily on, merely leaving sufficient forces to besiege the city which has now fallen. Of late there has been very little news of the operations of the Russians to the west of Przemyśl, but we know that the army is in the region of Cracow, if it is not still actually investing it, and it is more than possible that the troops now released from the former place will push on to Cracow and seek to reduce this important fortification also.

The Parting of the Ways.

Once Cracow falls, the Russians will have passed the first stage of their journey and begun the second. The way will then be opened for the march towards Vienna and Berlin. It is here on the Silesian border that the German and Austrian lines diverge. South-west from Cracow lies the road to Vienna, and north-west the road to Berlin. And as soon as Cracow is disposed of, we may look to seeing Germany and Austria each consulting his own safety first. The Germans would desire, of course, to keep the Austrians with them to defend Silesia and even Posen against the Russian invasion, but the Austrians would naturally be more concerned with the safety of the Dual Monarchy than with the preservation of German territory. The friendship between the two nations may be very firm so long as things are running sweetly, but when adversity has to be borne the bonds may quickly snap. Austria has been led by the nose long enough, and soon we may expect to see her seeking ways and means to free herself from a partnership which has been for her a fatal business from beginning to end.

Breaking the German Spirit.

It is most reassuring to note that at the same time as the Russians were bringing about the downfall of Przemyśl the allies in the west were administering serious reverses to the enemy. The Germans appear to have been bent on retrieving their recent losses, but though in Argonne they brought up reinforcements and attacked severely, they were hurled back and as they withdrew were given a taste of artillery gun-fire which cost them dearly in lives. How long the enemy intends to keep on with these fruitless attacks nobody knows, but there is one point on which we may be certain, and that is that he cannot bear these constantly recurring setbacks without the morale of his troops badly suffering. It must be a heart-breaking time for the German soldier, who will need all the courage he possesses—and more—to face the days ahead.

WEST RIVER FLOOD RELIEF.

Reports on the Third Distribution.

The following reports have been forwarded to us for publication:—
A further instalment of relief-money was promised for the first half of January. Unfortunately, the state of Mr. A. E. Wood's health would not permit of his undertaking more up-river work at that time. I was therefore deputed to assist Mr. Tong Yat-tsun in the distribution. Mr. Tong and I left Hongkong on the 12th January. Messrs. Chau Siu-ki and Lim Heung-lun accompanied us as far as Canton, where we met representatives of the Provincial Relief Committee and discussed the work of the Funds. We left Canton for the West River the following afternoon, taking with us in our houseboat \$70,240 in Chinese subsidiary coin. Toward and protection were provided by the gun-boat Luog Sung. Of the \$70,240, \$61,400 represented a fresh remittance from Hongkong of \$50,000 converted at \$122.80. The remainder was drawn from the balance of previous remittances. In addition to further instalments of the money allotted to the reconstruction of broken embankments, this sum included the first instalment (\$12,250) of relief to "Wan Ki" i.e. banks damaged but not actually breached. As on previous occasions, the money was distributed at three centres, viz.: Sam Chau, Shin Hing and Sim Shui, the recipients having been warned by letter to meet us at these places. The Provincial and District Authorities again did all in their power to ensure the safe passage of the money to its various destinations. During the distribution we received several petitions for relief from embankments just outside our relief districts. These we duly forwarded to the Provincial Authorities. We returned to Canton on the evening of the 17th, January. (Sd.) D. W. TRATMAN, Teipo, Hongkong, 3.3.15.

On February 2nd, Mr. Tong Yat-chun and I went up the West River to pay out further instalments for the broken or damaged banks. The work is proceeding in a satisfactory manner on the whole, though we had occasion to find fault with one or two places, and from one in particular we have withheld any further instalment until certain points are put right. The Magistrate of Ko Yiu district is especially helping us by keeping an eye on the work done and reporting anything unsatisfactory. In a few cases we have seen reason to increase the original grant. We shall be going up again in a few days, and on our return a complete table of payment will be published. (Sd.) A. E. WOOD, 1.3.15.

Mr. Tong Yat-chun and I went up the river on March 9th, to make final payments at Ko Yiu and Ko Ming. Mr. Jaffe was fortunately able to accompany us, and he brought with him Mr. Mooney to make a survey of the spot at Fu Wan, where we hope later to build a new sluice and embankment. We inspected Tan Kai Wai, the embankment from which we had withheld the previous payment, and as part of the work has been conducted in an unsatisfactory manner, and we have reason to believe that insufficient efforts have been made to raise a local levy, we reduced our total grant by \$5,000. Mr. Pan Pak-wai, the Magistrate of Ko Yiu, is having the remainder of their work supervised. The payments in our three districts have now been completed, and total \$235,590 in Canton subsidiary coin. The attached table gives a detailed account. Our thanks are due to Mr. Pan for his help and hospitality during the whole period of our work in Ko Yiu district and to Mr. Lo Yam-yu, late divisional superintendent of police at Shin Hing, who also has been energetic in going round the various embankments and enquiring into the progress of their work. In Canton we are indebted to Mr. Tang Kwai-shan, Chief of the Land Police, Mr. Tsui Yu-jung, Chief of the Water Police, and Mr. Tang

GREEN ISLAND CEMENT CO.

A Dividend of 50 Cents Per Share.

Messrs. Shaw, Tomes and Co. advise us that at the annual meeting to be held next month, the Directors of the Green Island Cement Company, Limited, will (subject to audit) recommend payment of a dividend of fifty cents per share for the year 1914.

CANTON NEWS.

(From Our Own Correspondent.)
New Chief of Police.
Canton, Mar. 22.

Mr. Lai Shuang-shi began the duties of his new post on the 17th. By ten in the forenoon of that day the ex-Chief had made all the necessary preparations for handing over the office to his successor. An hour later a band of picket guards received the incoming official at the Financial Department and escorted him to the Central Police Station. After a long conversation with the outgoing Chief, Mr. Lai received the members of his staff at noon and accepted their records for examination.

The ex-Chief then made his farewell and went directly to his home, where a dinner was served to him by the members of his old staff of officers. After dinner he took the s.s. Fatsun to Hongkong. At the wharf on the long band there was a demonstration in his honour. When the boat departed several salutes were fired and a pyrotechnic display was made.

Military Songs.
Although China has been drilling troops for a long time, up to now she has had no native marching songs, such as are in constant use in other countries to inspire the men and while away the time of long marches that might otherwise be deadly monotonous. In the late Ching Dynasty considerable use was made of songs that were translated from foreign languages. Believing such songs have a definite value, the Board of Military Commissioners have had three songs composed by native Chinese poets and have forwarded them to all the provinces. Upon receipt of his copies, General Lung at once ordered 6,000 copies to be printed and distributed to the Kwangtung soldiers.

Repair of City Gate.

The new gate to the old city has been in a bad state of repair for a long time. The parapets are broken down and the wall is tumbling. General Lung has come to the conclusion that it is wise to repair it, but upon investigation he found the cost will be so great and the work so extensive that he telegraphed to Mr. Chan Yue-hay, President of the Sun Ning Railway, to come and consult with him. Mr. Chan has had many years' experience in railway construction work in America. The result of the consultation with Mr. Chan and the officials of the Chamber of Commerce is that they have decided to begin the work at once and to add another storey to the wall at that point. General Lung says if the funds prove to be hard to raise he will organise his soldiers into an engineering corps and put them all to work.

Native Coal.

A serious attempt is now being made to make use of native coal from Ying Tak and Yik Kong to supply the Canton Mint and the Arsenal, as well as the gunboats. As there has been some delay in the delivery of this coal, the Commissioner of Defence placed a large order for Kwang-si coal. This is now being delivered, the junks coming in bunches in order to better safeguard themselves against the pirates who infest that region.

Pat-shan, divisional superintendent of Police, for the help they have given us throughout. (Sd.) A. E. WOOD, 17.3.15.

A tabular statement is attached to the reports, showing the amounts paid to the several villages, and giving the dates of payment. The aggregate sums for the three districts are:—Ko Yiu, \$230,750; Ko Ming, \$41,940; Ko Wai, \$53,900.

Tel. No. 135. 6, Queen's Road Central
Hong Kong.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:
32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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CASHED

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
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These steamers are fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc, and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Sangola," tons 5,184, Capt. Milne, R.N.R., will be des-
patched for Shanghai, Vladivostok, Kobe & Moji on the 31st March.
The S.S. "Umaria," tons 5,317, Capt. Elton, will be despatched
for Yokohama, Kobe and Miki on the 30th March.

WESTWARD.

The S.S. "Itola," tons 5,357, Capt. Butler, will be despatched
for Singapore, Penang & Calcutta on the 20th April.

The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, March 20, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
WEDNESDAY, 24th MARCH.

10.00 p.m. Kinshan.

THURSDAY, 25th MARCH.

8.00 a.m. Honam. | 8.00 a.m. Heungshan.
5.00 p.m. Kinshan.

Single Fare by Night Steamer.....	5.00
Return Fare by Night (available also for Return by day Steamer)....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Tai Shan, tons 2,806

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sunday at 8 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 2 p.m. Sundays at 8 a.m. & 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th MARCH.

The Company's new Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF
at 8 a.m. and return from Macao at 2 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 8
a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sui An

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD. & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 583 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 6.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI."
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

IPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Suwa Maru Capt. Mural T. 20,000 Aisuta Maru Capt. Yoshikawa T. 16,000	THURS., 25th Mar. at noon. SATUR., 10th Apr. at noon.

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokohama, and Yokohama	Tamba Maru Capt. Nagasuye T. 12,500	TUES., 6th April at noon.
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane	Snikko Maru Capt. Takeda T. 9,699 Hitachi Maru Capt. Tominaga T. 13,500	FRI., 16th April at 4 p.m. MON., 17th Apr. at 11 a.m.
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CALCUTTA via Singapore, Penang & Rangoon	Tosa Maru Capt. Takano T. 12,000	WEDNESDAY, 12th Mar.
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BOMBAY via Singa- pore, Malacca and Colombo	Jinsen Maru Capt. Terada T. 8,000	THURSDAY, 18th April.
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S'hai, Moji & Kobe	Ceylon Maru Capt. Shinoh T. 12,000	MONDAY, 12th Mar.
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S'hai and Kobe	Hitachi Maru Capt. Tominaga T. 13,500	FRI., 16th Apr. at 10 a.m.
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NAGASAKI, Kobe & Yokohama	Hitachi Maru Capt. Tominaga T. 13,500	FRI., 16th Apr. at 10 a.m.
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SHANGHAI and Kobe	Hitachi Maru Capt. Tominaga T. 13,500	FRI., 16th Apr. at 10 a.m.
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Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Suwa Maru	25,000 tons	Thursday 25th March
Atsuta	16,000 "	Saturday 10th April
Yasaka	25,000 "	Thursday 22nd April
Miyasaki	16,000 "	" 6th May
Kitano	16,000 "	" 20th May
Fushima	25,000 "	" 3rd June

FOR AMERICA.

Tamba Maru	12,500 tons	Tuesday 6th April
Yokohama	12,500 "	Thursday 15th April
Sado	12,500 "	Thursday 4th May
Awa	12,500 "	" 18th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HONGHAI & PAKHOI	Wenchow	25th Mar. at 10 a.m.
SHANGHAI	Lucnow	25th Mar. at 4 p.m.
SHANGHAI	Singan	25th Mar.
WEIHAIWEI & TIEN-TSIN	Huichow	26th Mar. at noon.
SHANGHAI	Yingchow	27th Mar. at d'light
SHANGHAI	Shaohsing	28th Mar. at d'light
HAI PHONG	Sungkiang	28th Mar. at 9 a.m.
MANILA, CEBU & ILOILO	Chinhua	30th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"
and "Teann." Excellent saloon accommodation; amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Teann."

SHANGHAI LINE.—The Twin Screw steamers "Anhui"
and "Chenan" and the S.S. "Kanchow," "Liangchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast schedule service
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These steamers land passengers in Shanghai, avoiding the
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 24th Mar., 1915.

SHIPPING

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjilap	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tjilmanok	S'HAJ	1st half Mar.	JAVA	1st half Mar.
Tjikini	JAVA	1st half Mar.	S'HAJ	1st half Mar.
Tjilwong	JAPAN	1st half Mar.	JAVA	2nd half Mar.
Tjilroem	JAVA	2nd half Mar.	S'HAJ	2nd half Mar.
Tjilpanas	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjibodas	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjikembang	JAVA	2nd half Apr.	S'HAJ	2nd half Apr.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Thursday, 25th March.
Tenyo Maru	22,000 - 21 knots	Tuesday, 13th April.
Nippon Maru	11,000 - 18 knots	" 27th April.
Shinyo Maru	22,000 - 21 knots	" 11th May.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....\$71.10. Return (6 months) \$120.

First Class to New York.....\$80. " " \$96.10.

" " San Francisco \$45. " " \$68.

Passengers purchasing Trans-Pacific Return tickets have the option of
returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from
Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO,
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE
BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Saiyo Maru 14,000 - 15 knots Tuesday, 11th May.

For Full Particulars as to Passage & Freight, apply to

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Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	30th March	20th Apr. at 11 a.m.
Eastern	22nd April	13th May
Aldenhurst	30th April	21st May

The above Steamers are fitted with Refrigerating Machinery, ensuring
a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers,
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailan	J. W. Evans	FRI., 26th Mar. at 1 p.m.
Haimun	A. H. Stewart	TUES., 30th Mar. at 1 p.m.
Halching	W. O. Passmore	FRI., 2nd Apr. at 1 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,
General Managers.

LOG BOOK

Fire on the "Glenloch."
A serious fatality occurred at
Nagasaki on March 3, on board
the British s.s. Glenloch, which
arrived on Monday with a fire in
one of her holds. Up to Wed-
nesday the fire was still smoul-
dering, says the Nagasaki Press,
and it was impossible to exting-
uish it or to remove the cargo
from the hold. Several Japanese
remained on board the vessel on
Wednesday night, and early next
morning three of them were found
on the bridge deck in an uncon-
scious condition. They had evi-
dently laid down there to sleep,
contrary to instructions, and been
overcome by the fumes from the
burning cargo. Two were past
help, when discovered, but the
other revived.

From Steam to Oil.

An interesting conversion from
steam to oil is now being carried
out on board the steamer Atlanta.
This vessel, which is 118ft. long
by 19ft. beam, and carries about
150 tons on 7ft. 9in. draught, is
having her steam engines taken
out, in order to give place to a
120 to 140 h.p. two-cylinder
Bulander direct reversible crude
oil marine engine. It is interest-
ing to note that by the fitting of
the motor the vessel will carry
something like 30 tons more car-
go than as a steamer. The At-
lanta is owned by the Severn and
Canal Carrying Company, Ltd.,
Siam Steam Navigation Co.

The following is the directors'
report for presentation to the
shareholders of the Siam Steam
Navigation Co., Ltd., at the thir-
teenth ordinary general meeting
to be held at the company's office,
on the 25th inst.—Your directors
have much pleasure in submitting
to you the thirteenth half-yearly
balance-sheet of your company
showing a net profit of Tos.
187,102.35 (including the balance
of Tos. 21,438.60 from the pre-
ceding half-year, whereof it is
proposed to utilize Tos. 55,467.71,
being 5 per cent. per annum on
the cost value of the steamers and
10 per cent. per annum on the cost
value of the launches, lighters,
etc., as depreciation, leaving Tos.
132,244.64 to be divided as follows
in accordance with the Articles of
Association of the company:—5
per cent. dividend to the share-
holders Tos. 100,000.00, remu-
neration to the directors Tos.
1,098.60, carried to reserve
account Tos. 10,000.00, to be
carried forward to next half-year
Tos. 21,326.04. Total Tos.
132,244.64.

U. S. Shipping in 1914.

The U. S. Commissioner of
Navigation states in his annual
report that on June 30, 1914, the
mercantile marine of the United
States, including all kinds of
documented shipping, comprised
26,943 vessels of 7,928,688 gross
tons. On June 30, 1913, it com-
prised 27,070 vessels of 7,889,260
gross tons. During the past
fiscal year 1,151 vessels of 316,
250 gross tons were built and
documented in the United States,
compared with 1,476 vessels of
346,155 gross tons for the pre-
vious year. This slight decrease
had not been anticipated. Forty-
six vessels of 1,000 gross
tons or upward built and docu-
mented during the year aggregate
69 per cent. of the total construc-
tion of the United States. Of the
6,720 violations of law reported,
3,275 were reported by collectors
of customs, of which number
1,325 were reported under appro-
priations referred to; 1,702 were
reported by the motor boat
Tarragon, which made a thorough
inspection of the Atlantic coast
from Key West, Fla., to Eastport,
Me., visiting nearly every harbour,
bay and sound along the
coast and entering a num-
ber of the rivers. The re-
venue cutter service reported
622 violations, the local inspectors
of steam vessels 734, and the
radio inspectors 27. The per-
centage of seamen who desert from
American vessels is relatively
small, and desertion has ceased
to be so considerable a factor in
American shipping as it was in
the days of sailing vessels. The
percentage of seamen who fail to
report on board after having
signed articles before shipping
commissioners in ports of the
United States, which was 3.07 per
cent. in 1906, was gradually re-
duced to 1.39 per cent. in 1914.

System, Fresh, Fried or Stewed
Pickled, Haddock, Kippers, &c.
ALEXANDRA COFFEE

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 27th Mar. at 3 p.m.
SHANGHAI	Kwongsang	Tues., 30th Mar. at 4 light
HOIHOW & Haiphong	Loksang	Tues., 30th Mar. at 4 light
S'PORE, Pang & Calcutta	Kulsang	Thur., 1st Apr. at 3 p.m.
SHANGHAI	Choyang	Fri., 2nd Apr. at 4 light
MANILA	Yuensang	Sat., 3rd Apr. at 3 p.m.
SHANGHAI	Ongsang	Wed., 7th Apr. at 4 light

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatshing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Labuan, Semporna, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Carnarvonshire	11th April
LONDON	Monmouthshire	5th June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

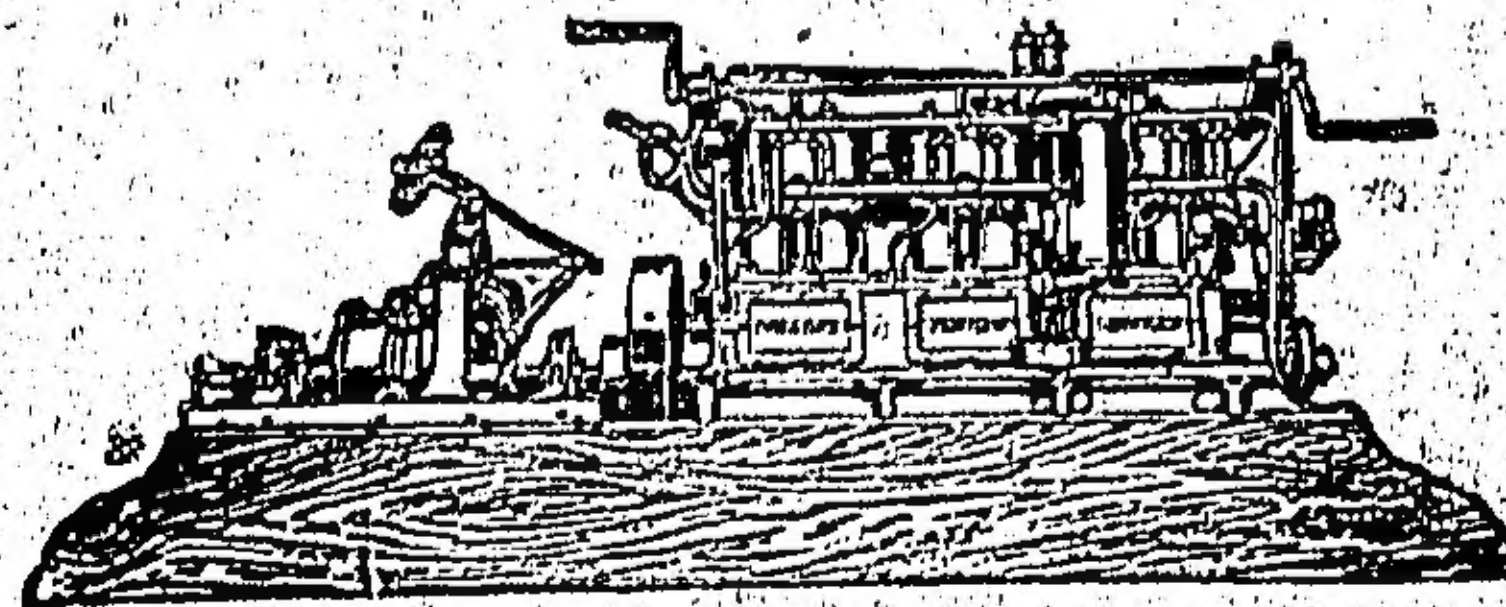
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address—"TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles, London & Liverpool	C. of Corinth	B. L. L.	24, Mar.
M's, L'don via S'pore etc.	Suwa M.	N. Y. K.	26, Mar.
L'don, via S'pore, Pang, C'bo, &c.	Namur	P. & O.	31, Mar.
Marseilles via Ports	Polynesian	M. M.	3, Apr.
London	Carshire	J. M. Co.	11, Apr.

NEW YORK, SAN FRANCISCO AND CANADA.

New York via Panama Canal	St. Egbert	D. & Co.	25, Mar.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	27, Mar.
New York via Ports Suez Canal	Lennox	D. & Co.	27, Mar.
San F'co via Manila & Japan &c. China	Lennox	P. M. Co.	30, Mar.
Via B.C. T'ma via M'la & Japan Canada M.	Manila	O. S. K.	30, Mar.
San F'co via S'hai & Japan &c. Manchuria	Manila	P. M. Co.	6, Apr.
San F'co via M'la & Japan &c. Nippon M.	Manila	T. K. K.	27, Apr.
Vancouver, etc.	Monteagle	C. P. R.	1, May
San F'co via Manila & Japan &c. Mongolia	Monteagle	P. M. Co.	4, May
Mexican, Peruvian and Chile	Seiyo M.	T. K. K.	11, May
Ports via Japan	Seiyo M.	P. M. Co.	18, May
San F'co via Manila & Japan &c. Siberia	Seiyo M.	P. M. Co.	18, May

AUSTRALIA.

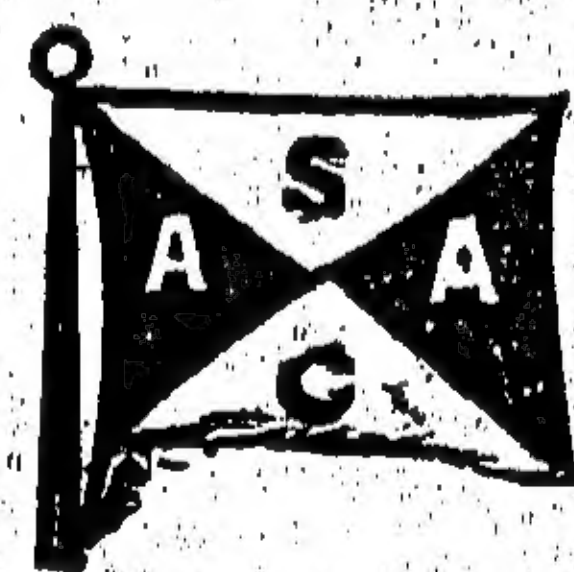
Australian Ports via Manila	Nikko M.	N. Y. K.	16, Apr.
Australian Ports	Empire	G. L. Co.	20, Apr.

SINGAPORE, COAST PORTS AND JAPAN.

Hoihow & Pakhoi	Wenchow	B. & S.	24, Mar.
Shanghai	Oriental	P. & O.	25, Mar.
Nagasaki, Kobe and Yokohama	Hitachi M.	N. Y. K.	16, Apr.
Shanghai	Kwongsang	J. M. Co.	28, Mar.
S'hai, Vladivostok, Kobe & Moji	Sangola	D. S. Co.	30, Mar.
Manila, Cebu and Iloilo	Chinhua	B. & S.	30, Mar.
Manila	Yuensang	J. M. Co.	3, Apr.
Shanghai, Moji & Kobe	Jinsen M.	N. Y. K.	8, Apr.
Shanghai	Tjipanas	J. C. J. L.	Q. desp.
Shanghai	Tjikarem	J. C. J. L.	Q. desp.
Shanghai	Tjikembang	J. C. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tilmanook	J. C. J. L.	Q. desp.
Japan	Tiljatap	J. C. J. L.	Q. desp.
Shanghai	Tikini	J. C. J. L.	Q. desp.
Java	Tjiliwong	J. C. J. L.	S. half O.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR NEW YORK VIA PORTS & SUEZ CANAL

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.

General Agents.

ELLERMAN LINE.

JAPAN, CHINA & STRAITS

TO MARSEILLES, LONDON & LIVERPOOL.

For	Steamer	Sails
MARSEILLES & LONDON	City of Corinth	24th March
"	Kalomo	10th May
"	City of Newcastle	20th May

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 13th March, 1915

General Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P.M. s.s. MANCHURIA sailed from Yokohama on Friday, March 19, via Manila for Hongkong. The mail has been transferred to the s.s. TAMBA M. of the N.Y.K. Line, which is scheduled to arrive at Hongkong on the 28th inst.

The P.M. s.s. CHINA will be despatched from this port on Tuesday, March 30, at noon, for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

The T.K.K. s.s. TENYO MARU will next leave for San Francisco, via usual ports, on Tuesday, 13th April, at noon.

The T.K.K. s.s. SHINYO MARU will next leave Hongkong for San Francisco, via usual ports, on Tuesday 11th May, at noon.

ENGLISH MAIL.

The P. & O. s.s. ORIENTAL left Singapore for this Port on the 21st instant, morning, with the outward English Mail, and is due here on the 25th instant, afternoon.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this Port via Queensland Ports and Manila on 6th inst. and may be expected to arrive here on or about 25th inst.

The Australian Oriental Line s.s. CHANGSHA left Port Darwin on 16th inst. for this Port via Philippine Ports and may be expected to arrive on or about 28th March.

MERCHANT STEAMERS.

The Barber Line s.s. BOLTON CASTLE for Hongkong via Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

The s.s. SANGOLA sailed from Calcutta on the 3rd inst. and may be expected here on or about the 25th inst.

The s.s. UMARIA from Calcutta left Singapore on the 19th inst. and may be expected here on or about the 25th inst.

VESSELS IN PORT.

Steamers.

Ichang, Br. s.s. 1,321, Pike, 19th instant—Anco General—B. & S.	19th inst.
Linnar, Br. s.s. 1,356, Pottinger, 18th inst.—Canton, Gen.—B. & S.	18th inst.
Chiyu Maru, Jap. s.s. 7,253, Wm. Woodus Green, 18th inst.—S. K. K.	18th inst.
Irion, Br. s.s. 6,537, G. L. Stout, 18th inst.—S. K. K.	18th inst.
Salat Egbert, Br. s.s. 3,553, G. Aiken, 19th inst.—Manila, 16th instant, Gen.—D. & Co.	19th inst.
Murex, Br. s.s. 2,329, Williams, 19th inst.—Pak Papan, 13th inst. Ballast	19th inst.
Fauwag, Br. s.s. 1,410, Malkin, 19th inst.—Saigon, 14th inst. Rice—J. M. & Co.	19th inst.
Prometheus, Br. s.s. U. Jensen, 20th inst.—Bangkok, 11th instant, Gen.—T. & Co.	20th inst.
Canada Maru, Jap. s.s. 3,537, T. Suruga, 20th inst.—Shanghai, 17th inst. Gen.—U. S. K.	20th inst.
Singon, Br. s.s. 1,055, H. Trowbridge, 21st inst.—Haiphong, 18th inst. Gen.—B. & S.	21st inst.
Seiun, Norw. s.s. 865, D. Hovbrander, 22nd inst.—Bangkok, 13th inst. Rice—T. and Co.	22nd inst.
Riojun Maru, Jap. s.s. 2,979, Y. Yamaguchi, 21st inst.—Keelung, 19th inst. Gen.—D. & Co.	21st inst.
Laertes, Br. s.s. 1,340, Jenkins, 22nd inst.—Saigon, 16th inst. Rice—Order.	22nd inst.
Wenchow, Br. s.s. 560, P. R. Purcell, 22nd inst.—Hoihow, 21st inst. Gen.—B. & S.	22nd inst.
Tjipanas, Dut. s.s. 2,444, A. de Lange, 22nd inst.—Hoihow, 21st inst. Sugar J.C.J.L.	22nd inst.
Tungshan, Br. s.s. 2,599, Muir, 23rd inst.—Chingwantao, Coal—D. & Co.	23rd inst.
China, Am. s.s. 3,186, H. Thompson, 23rd inst.—San Francisco, 20th inst. Gen.—P. M. S. Co.	23rd inst.
Loongnang, Br. s.s. 1,092, Leask, 23rd inst.—Manila, 20th inst. Gen.—J. M. & Co.	23rd inst.
Taiyo Maru, Jap. s.s. 1,630, T. Frumoto, 23rd inst.—Dairen, Gen.—M.B.K.	23rd inst.

TO SAIL

CANADIAN PACIFIC RAILWAY CO.'S STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

MONTEAGLE

WILL SAIL FROM HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1st May and 3rd July.

Subsequent dates of sailing will be announced later.

Passage Rates—

VANCOUVER £31; LONDON £43 & £45.

Rates to other points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK,

Hongkong, 18th January, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON, VIA PANAMA

For Freight etc. apply to

THE BANK LINE LIMITED.

General Agents.

[Hongkong, 29th January, 1915.

TO SAIL

THE "INDRA" LINE Ltd.

For Boston & New York, via Suez.

For Freight, Passage and Further Particulars, apply to—JARDINE, MATHESON & CO., LTD., Agents.

Telephone No. 215, Sub. Ex. No. 9, Hongkong, 23rd February, 1915.

CONSIGNEES

BARBE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SAINT EGBERT,"

From NEW YORK.

CONSIGNEES OF Cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of the

Hongkong and Kowloon Wharf

and Godown Co., Ltd., at Kow-

loon, whence and/or from the

wharves delivery may be obtained.

No claims will be admitted

after the Goods have left the

Godowns, and all Goods remain-

ing undelivered after the 26th

inst. will be subject to rent.

All claims against the steamer

must be presented to the Under-

signed on or before the 9th prox.

or they will not be recognized.

All broken, chafed, and dam-

aged Goods are to be left in the

Godowns, where they will be ex-

amined on the 26th inst., at 10

a.m.

No Fire Insurance has been

effected.

Bills of Lading will be counter-

signed by

DODWELL & Co., Ltd.,

Agents.

Hongkong, 19th March, 1915.

CONSIGNEES

TOYO KISEN KAISHA.

s.s. "CHIYO MARU,"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-

signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on 19th March at 5 p.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on the 25th March, at 5 p.m. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown and examination of same to be held on 27th March at 10 a.m.

All Claims must be filed on or before 1st April, otherwise they will not be recognised.

K. DOI, Actg. Agent.

Hongkong, 18th March, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watling.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER ALL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	WINDS
KOWLOON					
No. 1 Dock, Kowloon	700'	{ 16' top bottom }	20'	7' 6"
No. 2 Dock, Kowloon	275'	74'	15' 6"	7' 6"
No. 3 Dock, Kowloon	264'	62 1/2'	24'	7' 6"
Patent Slip, No. 1 Kowloon	240'	50'	15'	7' 6"
Patent Slip, No. 2 Kowloon	200'	50'	15'	7' 6"
SAIKOKEISUI					
Cosmopolitan Dock	664'	81'	20'	8' 6"
ABERDEEN					
Hong Dock	430'	52'	23'	8'
Victoria Dock	412'	44'	20'	8'

THE HONGKONG TELEGRAPH FIRST EXTRA

HONGKONG, WEDNESDAY, MARCH 24, 1915.

COMPANY MEETINGS.

China Sugar Refining Co., Ltd.

(VERBATIM.)

The meeting of the shareholders of the China Sugar Refining Company was held at the offices of Messrs. Jardine Matheson and Company, Ltd., at noon to-day. The Hon. Mr. D. Landale presided. Others present were:—Sir Paul Chater, O.M.G., the Hon. Mr. E. Shellim, Messrs. J. W. O. Bonnar, F. Maitland and G. W. Barton (Consulting Committee), Messrs. A. Rodger (Manager), O. W. Bewick (Secretary), T. H. Hornby, T. Petrie, H. Percy Smith, Ho Fook, J. McCubbin, B. D. F. Beith, F. C. Hall, Oho Po-sien, A. C. Davison, F. M. P. de Gracia, L. N. Leefe, A. J. P. Pomfret, Lo Sheung-shui, J. Patterson, R. Sutherland, L. A. P. Leite, M. A. Razack, H. M. H. Nemazee, A. F. Arculli, R. C. Macdougall, and S. C. Ismail (shareholders).

The Chairman:—As it is now past the time for which this meeting was called, and there being a quorum present, I will ask the Secretary to read the notice convening the meeting.

The Secretary having read the notice:

The Chairman said:—The report and accounts, with the auditors' certificate attached, having been in your hands for some days past, I will, with your permission, take them as read.

The past year opened under very unfavourable conditions owing to the unsettled state of trading conditions in China during the first few months, and the demand for our sugar was further curtailed by the large stocks of Java and Japanese white sugar which had accumulated from the previous year. The dumping of large quantities of Japanese refined sugars at absurdly low prices also proved a very serious handicap to the profitable working of the refinery. You must remember that the Japanese refineries have a protected market in which to sell their production at a profit which enables them to dump their surplus stocks in China at cheap prices, and so long as the Japanese consumer is content to go on paying relatively a very high price for his sugar these conditions are likely to continue.

During the first few months of the year, the refinery was kept working at about half its capacity, which was afterwards slightly increased, but the first six months showed heavy loss in working account.

The price of Java raw sugar was fairly steady during the early months of the year, but dull trade and heavy supplies brought about a decline in June, and as the market advances received from London indicated a further drop, we deemed it advisable to enter the new season, which commences in July, with as few forward contracts as possible. But for the outbreak of the war this would undoubtedly have been the correct policy. But the whole aspect of the sugar industry was changed by the outbreak of hostilities. The German, Austrian and Russian surplus production could not be marketed, and the enormous purchases of other sugar by Great Britain caused an advance of over 50 per cent. By acting promptly, we were able to buy sufficient supplies before the heavy rise took place, which, together with our previous purchases, carried us on for six months.

Under the better conditions prevailing during the latter part of the year, we were able to improve our position by sales in some of our markets, but the rise in the Shanghai-Hongkong rate of exchange, caused us, in common with other Hongkong companies trading with the North, a very heavy loss on this account, and the year closed with the un-

satisfactory result disclosed in the accounts.

On the 31st December we had considerable supplies of raw sugar in stock and "to arrive," that had appreciated in value, and during the first two months of the current year we have been able to make some progress towards clearing off the debit balance in the accounts.

The European war has opened many outlets in which we have hitherto been unable to successfully compete, and when hostilities are over we shall do our utmost to maintain the footing we have gained. Refined sugar continues in fairly good demand, and immediate prospects are fairly satisfactory. It must be remembered, however, that at the present high price of raw sugar the margin for profit on refined is not great, and whether the price of refined will keep at to-day's high level when this year's crops become available in July, is purely a matter of speculation and depends very largely upon the state of affairs in Europe at the end of this summer. I would like therefore to warn shareholders against any exaggerated ideas of profit-making as things present themselves to-day.

The property and plant of the refinery have been maintained efficiently, but it is highly essential that, when funds will admit, we should take steps to bring all departments up to date to enable us to cope with the extremely keen competition now encountered. In this connection we may mention that we have ordered a new set of steam boilers, and it is anticipated that these will assist towards more economical cost of production.

The sale of the Bowington property has been completed and the surplus of \$42,257.81 over the book values, together with proceeds of sale of old distillery plant, \$6,388.92, have been utilised for writing down the value of our East Point machinery.

With these remarks I beg to propose that the report and accounts as presented be adopted.

Sir Paul Chater:—I beg to second that.

The Chairman:—The resolution is now before the meeting for discussion. No shareholder having any questions to ask, I will put the motion. Proposed by myself and seconded by Sir Paul Chater that the report and accounts as presented be adopted. Those in favour please signify in the usual way. Against? Carried unanimously. The next business is the re-election of the Consulting Committee.

Mr. Hornby:—I beg to propose the Hon. Sir Paul Chater, the Hon. Mr. E. Shellim and Messrs. F. Maitland, J. W. O. Bonnar and G. W. Barton be re-elected as the Consulting Committee.

Mr. Razack:—I beg to second that.

The Chairman:—The re-election of the gentlemen whose names you have just heard read out as the Consulting Committee for this year is proposed by Mr. Hornby and seconded by Mr. Razack. Those in favour please signify in the usual way. Against? Carried unanimously. The next business is the election of auditors.

Mr. McCubbin:—I beg to propose that Messrs. H. Percy Smith and A. R. Lowe be elected auditors.

Mr. Lo Sheung-shui:—I beg to second that.

The Chairman:—The re-election of Mr. Percy Smith and Mr. A. R. Lowe, as auditors, has been proposed by Mr. McCubbin and seconded by Mr. Lo Sheung-shui. Those in favour please signify in the usual way. Against? Carried unanimously. That is all the business gentlemen; I thank you for your attendance.

Luzon Sugar Refining Company, Limited.

The meeting of the shareholders of the Luzon Sugar Refining

Company, Limited, was held at 12.15 p.m. to-day, at the offices of Messrs. Jardine Matheson and Co., Ltd. The Hon. Mr. D. Landale presided. Those present were:—Messrs. J. W. O. Bonnar and G. W. Barton (secretary), A. J. Pomfret, G. A. Tidall, J. H. Bone, C. Woodhead, B. D. F. Beith, L. N. Leefe and Oho Po-sien (shareholders).

The Chairman:—It now being past the hour for which this meeting was convened, and there being a quorum present, I will ask the Secretary to read the notice convening the meeting.

The notice having been read the Chairman said:—The report and statement of accounts having been in your hands for the past few days, I will, with your permission, take them as read.

During the first half of the year the competition of American refined sugar in the Philippines was extremely severe, but the refinery managed to come out with a small profit. With the outbreak of the European war, however, conditions as regards sugar improved considerably and enabled us to show a more encouraging result.

It was found imperative to sink two artesian wells on the Company's property, in order to secure an adequate supply of water. It has also been necessary to make sundry additions and renewals to the plant and machinery, and these items have been charged to Property Account.

You are doubtless aware that some of the machinery of the refinery is somewhat out of date, and we took the opportunity of the visit of a travelling representative of a large firm of engineers to have the plant overhauled. To bring the installation up to date, would mean an outlay of about £15,000, but owing to the poor state of the Company's finances and the uncertain prospects of its refining scope, we cannot see our way to sanction such an expenditure, but every effort is being made to keep the plant up to full efficiency.

The refinery is working at a profit and the immediate prospects are fairly satisfactory, but the general outlook as regards the sugar industry will be governed by the situation in Europe.

I will be glad to answer any questions. There being no questions, I beg to propose that the report and accounts as presented, be passed.

Mr. Bonnar:—I beg to second that.

The Chairman:—Proposed by myself and seconded by Mr. Bonnar that the report and accounts as presented be adopted. Those in favour please signify in the usual way. Against? Carried unanimously. The next business is the election of the Consulting Committee.

Mr. Pomfret:—I beg to propose that Messrs. J. W. O. Bonnar and G. W. Barton be elected to the Consulting Committee.

Mr. Beith:—I beg to second that.

The Chairman:—Proposed by Mr. Pomfret and seconded by Mr. Beith, that Messrs. J. W. O. Bonnar and G. W. Barton be elected to the Consulting Committee. Those in favour please signify in the usual way. Against? Carried unanimously. The next business is the election of an auditor.

Mr. Leefe:—I beg to propose the election of Mr. A. R. Lowe, F.C.A., as auditor at the usual remuneration.

Mr. Woodhead:—I beg to second that.

The Chairman:—Proposed by Mr. Leefe and seconded by Mr. Woodhead that Mr. A. R. Lowe be elected auditor. Those in favour. Against? Carried unanimously. That is all the business, gentlemen; I thank you for your attendance.

OFF OF THE FRONT.

"I Know I am Doing My Duty."

The following is an extract from a letter received by a Hongkong resident from his son—a lad of eighteen—who has joined the Army at Home:—

"We are going to march to Aldershot on Tuesday, the 23rd, and shall probably be about four days doing the job—full kit, etc.—and by the time this reaches you I shall be in France. So that if I should get out you will have had a letter just before I turned up my toes. I'll write you again before I leave, but in case we go hurriedly, just let's say 'Chin-chin' and wish each other good luck. It's rotten that we could not see each other before I went, but still I know I am doing my duty, so that keeps me cheerful."

"Well, I can't write any more, dad, as I feel a little bit shaky."

"Best of love, from
Your son,
DONALD."

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output to date for the current month is as follows:—

March	1	...	Tons	231
"	2	...	"	249
"	3	...	"	228
"	4	...	"	259
"	5	...	"	229
"	6	...	"	229
"	7	...	"	217
"	8	...	"	232
"	9	...	"	243
"	10	...	"	250
"	11	...	"	238
"	12	...	"	258
"	13	...	"	234
"	14	...	"	227
"	15	...	"	231
"	16	...	"	235
"	17	...	"	251
"	18	...	"	232
"	19	...	"	231
"	20	...	"	237
"	21	...	"	268
"	22	...	"	236
"	23	...	"	232

TO-DAY'S ADVERTISEMENTS. WANTED.

WANTED.—An Efficient Proof Reader. State qualifications and salary required to:—"Z.Z." c/o "Hongkong Telegraph."

HONGKONG & WHAMPOA DOCK Co., Ltd.

The share certificates Nos. 2410/2411 for 10 and 25 shares respectively, numbered 12739/1.748 and 35858/35882 inclusive, standing in the register in the joint names of George Andrew Hastings and John Barham Carlisle, solicitors, Liverpool and Birmingham, having been lost or destroyed.

NOTICE IS HEREBY GIVEN that unless the said certificates be produced at the office of the Company Queen's Buildings, Victoria Hongkong, before the 24th April, 1915, new certificates for the said shares will be issued and the old certificates will thereafter be held by the Company as null and void.

GEO. A. CALDWELL,

Secretary.

Hongkong, 24th March, 1915.

HONGKONG ICE COMPANY,

LTD.

The Thirty-Fourth Ordinary Annual Meeting of Shareholders will be held at the Offices of the General Managers at 12 noon on Monday, 12th April, to receive a Statement of the Company's Accounts to 31st December, 1914, and the Report of the General Managers.

The Transfer Books of the Company will be closed from the 30th instant to the 12th proximo, both days inclusive.

JARDINE MATHESON & Co., Ltd., General Managers, Hongkong, 24th March, 1915.

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,
the 25th March, 1915, commencing at 11 a.m., at his Sales Rooms, Duddell Street.

A Large Quantity of Wine & Spirits

comprising:—
300 Bottles Port
100 do Assorted Liqueurs
(The Property of the Officers' Mess 4th Pathans)
also
25 cases Guinness Stout (pts.)
30 cases Filsener Beer (pts.)
25 cases John Begg's Whisky
30 cases Dutch Gin.
On view from Wednesday, the 24th March.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY,
the 26th March, 1915, commencing at 5 p.m., at his Sales Rooms, Duddell Street.

A Collection of Valuable Postage Stamps.

comprising:—
Great Britain and Colonies.
On view from Saturday, the 25th inst.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY,
the 29th March, 1915, commencing at 2.30 p.m., at No. 9 Queen's Gardens, Peak Road, (for account of the concerned)

A Quantity of Valuable Household Furniture.

comprising:—
Plush and Tapestry covered Drawing Room suites, Leather-covered Armchairs, Overmantels with Bevelled Mirrors, Oak Card Table and two Bookcases, Writing Tables, Brass Fenders, Marble Clock, Oil Paintings and Engravings, Japanese Water Colours, Lace and Tapestry Curtains, Carpets, Rugs, etc., etc.
Teak Extension Dining Table and Chairs, Teak Sideboard and Dinner Wagon, Dinner and Dessert Services, Cutlery and Cut-Glass etc., etc.
Double Brass and Twin Bedsteads, teak Wardrobes with Bevelled Mirrors, Marble Top Toilet Tables, and Washstands, Easy Chairs, Toilet Crockery Enamelled and Shanghai Bath Tub.

American Ice Chest, Teak Hatstand, Cooking Stove and Utensils.

Also
A fine lot of Canton Black-wood-ware.

comprising:—
Bookcases, Tapestry-covered Oak Corner, Fire Screen, Half Round Table, Jardiniere, Stools & Tables, etc., etc.
On view from Saturday, the 27th March.

Catalogues will be issued.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE Co., Ltd.

The Forty-Sixth Meeting of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 25th March, 1915, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 15th March, both days inclusive.

By Order of the Board of Directors.
O. PEMBERTON,
Secretary.

Don't forget after the Show under and Light Refreshments
ALEXAN. RA. CAFE.
Open Till Midnight

ENTERTAINMENTS.

THEATRE ROYAL,
HONGKONG.SATURDAY, APRIL 3RD,
AT 9 P.M.

GRAND EVENING CONCERT.

PROCEEDS TO GO TO

ALLIED FORCES' TOBACCO FUND.

Under the distinguished patronage of H.E. the Governor, Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.D., and Commodore Anstruther, C.M.G.

Special programme by well-known local artistes, concluding with an amusing Sketch, entitled

"PACKING UP"

as performed with great success in London and abroad.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

FRIDAY, MARCH 26,

AND THE THREE FOLLOWING

NIGHTS.

THE GREAT SENSATIONAL PICTURES

THE GREAT BATTLE BEFORE

THE FALL OF ANTWERP

- 1.—Belgian Artillery in action at the outer forts
- 2.—British Forces preparing the defence and how they suddenly rushed from their trenches to repel the threatened attack.
- 3.—The landing of British Marines at Antwerp.
- 4.—The Camp and the sudden call to the defences.
- 5.—The Marines defending—Scenes in the trenches—This part of the film is the most wonderful production ever known in Cinematography. German shells exploding and hero's falling. The Red Cross workers are seen removing the heroes who are wounded and are sacrificing their lives.
- 6.—An armoured train brings along reinforcements. The men pour out of the carriages like ants, and take part in the fight.
- 7.—Big Guns mounted on Motors. Every shot fired with telling effect. British Marines and Blue Jackets fight with a determination "to do or die."
- 8.—Marines and Blue Jackets put up a splendid fight. Long range Guns used and numerous other scenes.

THIS FILM WAS TAKEN BY SOME OF THE WORLD'S MOST FAMOUS CAMERA MEN AT GREAT RISKS.

THEY USED TELEPHOTO ATTACHMENTS AND HAVE SECURED WHAT WILL RANK AS ONE OF THE MOST INTERESTING AND HISTORICAL FILMS THE WORLD HAS SEEN.

THE

WAR WITH TURKEY.

- 1.—The Declaration of War.—The Turkish Commander in Chief and the Turkish Governor and Minister leaving Government House, Jerusalem.
- 2.—Moslem Recruiting Commences.—With weird beating of Tom-Toms meetings are held throughout Turkey and Syria to enlist the fanatical Bedouins.
- 3.—The Moslem War Dance.—The populace becomes inspired by the frenzied spirit of war, numbers of them continuing eccentric movements until forced to drop from exhaustion.
- 4.—Offering Sacrifices.—A sacrifice is offered for the success of their arms in battle.
- 5.—Exhorting the Populace.—A native speaker raises the wildest passions of the ignorant hordes.
- 6.—A Quaint Recruiting Agent.—A Bedouin maiden in the wildest sword dance given after sundown to enlist recruits near the Dead Sea and Sinai Peninsula.
- 7.—Fanaticism Starts its Deadly Work.—The Moslems and Bedouins attack Russian Pilgrims in Syria, many being killed and injured.
- 8.—To close up the Suez Canal.—Camels carrying sand, stones, etc. by means of which the Turks and Bedouins expect to close a portion of the Suez Canal and prevent the Allies sending troops through.
- 9.—Turkish Boy Scouts and Naval Lads.—These are paraded in most of the streets to arouse martial spirit.
- 10.—Turkish and Bedouin Cavalry at Exercise.
- 11.—Turkish Troops About to Proceed to Egypt.

What will happen when they meet the Curkhas?

OFFICIAL MARKET PRICES

Hongkong, March 12, 1915

BUTCHER MEAT

Meat	Unit	Price
Beef Sirloin—Mei Lang Pa	lb.	19
Prime Cut—	lb.	21
Roast—Shiu	lb.	19
Breast—Ngau Lam	lb.	17
Soup—Tong Yuk	lb.	15
Steak—Ngau Yuk Pa	lb.	20
do.—Sirloin—Ngau Lau	lb.	30
Sausages—Ngau Cheung	lb.	24
Bullock's Brains—No	per set	10
Tongue—fresh—Ngau Li	each	60
correl—Ham Ngau Li	lb.	60
Head—Ngau Tau	lb.	\$1.00
Heart—Ngau Sum	lb.	15
Hump—Salt—Ngau Kin	lb.	20
Feet—Ngau Keuk	each	11
Kidneys—Ngau Yin	lb.	11
Tail—Ngau Mei	lb.	18
Liver—Ngau Kon	lb.	13
Tripe (undressed)—Ngau To	lb.	6
Calves' Head & Feet—Ngau-tai-lau-keuk	set	\$1.00
Mutton Chop—Young Poi Kwai	lb.	25
Leg—Young Poi	lb.	25
Shoulder—Young Shan	lb.	24
Saddle—	lb.	27
Pigs Chittlings—Chu Ohong	lb.	27
Brains—Chu No	per set	24
Feet—Chu Keuk	lb.	13
Fry—Chu Chap	lb.	15
Head—Chu Tan	lb.	16
Heart—Chu Sam	each	11
Kidney—Chu Yiu	lb.	18
Liver—Chu Kon	lb.	13
Pork Chop—Chu Pai Kwai	lb.	24
Corbel—Ham Ohu Yuk	lb.	28
Leg—Chu Pei	lb.	20
Fat or Lard—Chu Yan	lb.	20
Sheep's Head and Feet—Young Tan Keuk	set	60
Heart—Young Sam	each	8
Kidneys—Young Yin	lb.	12
Liver—Young Kon	lb.	16
Sucking Pigs to order—Chu Tsai	lb.	22
Suet—Beef—Shang Ngau Yan	lb.	20
Mutton—Shang Young Yan	lb.	26
Veal—Ngau Tsai Yuk	lb.	19
Sausages—Ngau Tsai Cheung	lb.	20
Lard—Chu Yan	lb.	20

POULTRY.

Poultry	Unit	Price
Chicken—Kai Tsai	lb.	35
Capons, Large, Small—Sin Kai	lb.	34
Ducks—Ap	lb.	32
Doves—Pan Kai	lb.	18
Eggs—Hen—Kai Tan (cooking)	per doz	20
(fresh)	per doz	36
Fowls, Canton—Kai	lb.	42
Hainan—Hoi Nam Kai	lb.	30
Geese—Ngo	lb.	24
Pigeons, Canton—Pak Kap	each	28
Hoihow—Hoi How Pak Kap	lb.	25
Snipe—Sha Tsui	each	22
Turkeys, Cook—Fo Kai Kung	lb.	60
Hen—Na	lb.	45
Pheasant—Shan Kai	lb.	75
Quail—Om Chun	lb.	25
Partridges—Ohe Ku	lb.	65

FISH.

Fish	Unit	Price
Barbel—Ka Yu	lb.	16
Bream—Pin Yu	lb.	18
Canton Fresh Water Fish—Hoi Sin Yu	lb.	15
Carp—Li Yu	lb.	20
Catfish—Chik Yu	lb.	12
Codfish—Man Yu	lb.	14
Crabs—Hoi	lb.	26
Cuttle Fish—Mak Yu	lb.	16
Dab—Sha Mang Yu	lb.	12
Dace—Wong Mei Lap	lb.	13
Dog Fish—Tit To Sha	lb.	10
Eels, Conger—Hoi Man	lb.	13
Fresh water—Tam Sai Yu	lb.	18
Eels, Yellow—Wong Sin	lb.	32
Frogs—Tin Kai	lb.	33
Gardons—Shak Pan	lb.	40
Gudgeon—Pak Kap Yu	lb.	16
Herrings—Tao Pak	lb.	20
Halibut—Cheung Kwan Kap	lb.	20
Labrus—Wong Fa Yu	lb.	18
Loach—Wu Yu	lb.	26
Lobsters—Lung Ha	lb.	28
Mackerel—Chi Yu	lb.	20
Monk Fish—Mong Yu	lb.	32
Mullet—Chai Yu	lb.	16
Oysters—Shang Ho	lb.	22
Parrot Fish—Kai Kung Yu	lb.	12
Perch—Tau Lo	lb.	18
Pike—Fa Pan Fong	lb.	18
Plaice—Pan Yu	lb.	15
Pomfret, Black—Hak Ohong	lb.	26
Pomfret, White—Pak Ohong	lb.	28
Prawns—Ming Ha	lb.	28
Ray—Pai Pa Sha	lb.	10
Rock Fish—Shak Kau Kung	lb.	15
Roach—Chan Yu	lb.	12
Salmon—Ma Yu	lb.	30
Shark—Sha Yu	lb.	7
Skate—Po Yu	lb.	8
Shrimps—Ha	lb.	25
Sole—Lap Yu	lb.	28
Sole—Tai Sha Yu	lb.	28
Tench—Wan Yu	lb.	18
Turbot—Cho Hoi Yu	lb.	18
Turtles, small, fresh water—Keuk Yu	lb.	60

FROITS.

Fruits	Unit	Price
Almonds—Bang Yan	lb.	35
Apples (California)—Kam Shan Ping Khe	lb.	18
(Cheloo)—Tin Chun Ping Khe	lb.	18

MEAT

Meat	Unit	Price
Bananas, fragrant, Canton—San Shing Heung Chiu lb.	lb.	3
(brides), Macao—San Heung Chiu	lb.	3
Chestnuts, Chinese—Foong Lut	lb.	1
Carambola—Yeung To	lb.	1
Coconuts—Ye Tao	each	12
Grapes—Po Tai Tsz	lb.	36
Lemons, China—Ling Mung	lb.	8
America—Kam Shan Ling Mung	lb.	10
Lichees Dried—Lai Chi, small Stone	lb.	28
Fresh	lb.	28
Oranges, (Canton)—Shan-shang Tim Ohing	lb.	5
Sweet	lb.	8
Pears, (American)—Kw San Shoot Lay	lb.	10
(Canton), Cook—Shi Li	lb.	10
Peanuts—Fa Shang	lb.	10
Plantain—Tai Chiu	lb.	10
Plums—Swatow, Hung Lai	lb.	10
Pumelo, Siam—Chim Lo Yan	each	14
Shanghai—Lo Kwai	lb.	15
Walnuts—Hop To	lb.	15
Green—Sang Hop Tuo	lb.	15
Water Melon—(Am.) Kom San Sai Kwa	each	1

VEGETABLES, &c.

Vegetables	Unit	Price
Artichokes, Shanghai—Sheung-hoi Ah Chi	lb.	8
Chenck	lb.	8
Beans, (French), Macao—Oh Mou Pin Tau	lb.	8
(French) Shanghai—Sheung Hoi Pin	lb.	8
Sprout—Ah Choi	lb.	8
Long—Tan Kok	lb.	8
Beet Root—Hung Choi Tan	each	6
Bitter Squash—Fu Kwa	lb.	8
Brinjals, Green—Ching Yuan Kwa	lb.	8
Red—Hung Ke	lb.	8
Cabbage, Chinese, (common)—Ka Tsoi	lb.	10
Cabbage, Shanghai—Ye Tsoi	lb.	14
Cane Shoots, bunch—Kau Shun	lb.	6
Carrots—Kam Shan	lb.	6
Celery, Chinese—Tong Kan Tsoi	lb.	8
Chillies Dried—Kon Lap Chiu	lb.	25
Red—Hung Pa Chiu	lb.	10
Green—Ching Lap Chiu	lb.	8
Curry Stuff, English—Ka Li Chu Liu	lb.	10
Cucumbers—Ching Kwa	each	2
Garlic—Sun Tau	lb.	8
Ginger, young—Sun Tse Keung	lb.	6
old—Lo Keung	lb.	9
Horseradish, Shanghai—Lik Kan	lb.	12
Indian Corn—Sak Mai	each	1
Lettuce—Young Shang Tsoi	lb.	1
Water Chestnuts—Ma Tai	lb.	6
Mandarin—Kwai Lam Ma Tai	lb.	8
Mushrooms, Fresh—Shang Cho Ko	lb.	35
Musk Melon, Amer.—Kam-san Hong Kwa	each	1
Okroes	lb.	1
Onions Bombay—Young Chong Tau	lb.	8
Green—Shang Chong	lb.	8
Shanghai—Sheung-hoi Chong Tau	lb.	7
Parley—Kun Tai	lb.	8
Green Peas—Ching Tau	lb.	1
Potatoes, Sweet—Fan Shu	lb.	3
Shanghai—Sheung-hoi Shu Tse	lb.	3
Japan—Yut Pan Shu Tse	lb.	3
American—Fa Ki Shu Tse	lb.	8
Foohow—Fook-chow Shu Tse	lb.	8
Pumpkin—Tong Kwa	lb.	3
Radish—Hung Lo Pak Tai	lb.	5
Rhubarb (Fresh)—Tai Wong	lb.	1
Sage—Tse So	lb.	1
Shallots—Kon Chung Tau	lb.	8
Spinach—Yin Tsoi	lb.	5
Tomatoes—Fan Ke	lb.	6
Taro—Wu Tau	lb.	6
Turnips, Panti, (Long)—Lo Pak	lb.	4
English—Young Lo Pak	lb.	4
Vegetable Marrow—Chit Kwa	lb.	4
(American)—Ka-san Chiu Kwa	lb.	12
Water Cress—Sai Young Tsoi	lb.	6
Lily root—Lin Ngu	lb.	6
Yams—Ta Shu	lb.	6
English—Young Kan Choi	lb.	1
Tau	lb.	1

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:—

1. Flour:—
 - (a) Highest Grade, per bag of 50 lbs., \$4.50
 - per lb., 10
 - (b) Second Grade, per bag of 50 lbs., 4.00
 - per lb., 8
 - (c) Third Grade, per bag of 50 lbs., 3.50
 - per lb., 7
2. Tinned Milk:—
 - (a) Sweetened Condensed Milk, per 1 lb. tin, 35
 - (b) Unsweetened Condensed Milk, per 1 lb. tin, 25
 - (c) Sterilized Milk, per tin, (18 oz.), 25
 - (d) Sterilized Milk, per 1 litre tin, 35
 - (e) Eagle Brand, per 1 lb. tin, 30
 - (f) Skimmed Milk, per 1 lb. tin, 20
3. Sugar:—
 - (a) Cube, (in 6 lb. tins), per tin, 1.15
 - Refined Crystallized, per lb., 14
 - Granulated, per lb., 14
 - Soft, No. 1 quality, per lb., 13
 - No. 2, 12
4. Frozen Meat:—
 - (a) The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]
5. Market Produce:—(See above)
6. The prices of provisions imported from countries other than China (excepting those above enumerated) may not be raised more than 15 per cent. above the retail prices prevailing in the Colony on the 25th July, 1914.

Note.—In consideration of the loss sustained by discount or subsidiary coinage, payment for all articles of food not exceeding \$3 in value (excepting the articles enumerated in clause 5 in Proclamation No. 18 of the 30th October, 1914, and in the above Schedule) shall if made in subsidiary coin be subject to an additional charge of 15 per cent.

菓

Commercial.

Manchuria Railway Freight Discounts.

A Tokyo despatch to the Kōbō Yushin quotes Mr. Oseki, Director of the Inspection Department of the Imperial Railways, as follows on the question of the preferential railway freights in Manchuria:—"The American Consul at Dairen did not make a protest, as reported, against the special reduction allowed by the South Manchuria Railway Co. on the freights on Japanese goods. As a matter of fact, the Consul only made an enquiry of the company as to whether the 30 per cent. discount allowed on freights on goods imported into Manchuria via Dairen by the N.Y.K. and other Japanese steamers under special contract would be extended to foreign shippers. When a special scale of freight rates reduced by 30 per cent. was adopted in May last year, on eleven classes of goods, including cotton yarn and fabrics imported by the Antung-Mukden line via Korea, the South Manchuria Railway, fully respecting the principle of equal opportunity in China, notified the foreign Powers that the same privilege would be extended to foreign goods sent direct from Japan. At a railway conference held last month it was agreed that the term of the operation of the special discount should be extended for one year, so that foreign shippers would enjoy the privilege longer. The South Manchuria Railway Co. is authorized to state in reply to the enquiry of the United States Consul on its own responsibility that the privilege will be extended to American goods for another year.

The Tea Market.

Messrs. Wm. Jas. and Hy. Thompson's Weekly Tea Circular, dated February 19, states:—"Liberal supplies continue to be brought forward, but a very active demand has absorbed them without difficulty, and the recent buoyant tone has become accentuated. The uncertain conditions brought into greater prominence by latest phases of the war have influenced more general buying, and values have practically advanced 1½ to 2½ per lb. during the week. China—Arrivals: Fushima Maru with 3,320 pkgs. and 20 pkgs. in transit; Nagoya with 1,831 pkgs. Public auctions amounting to 379 pkgs. of green tea were held this week, and most of the offerings were sold. Privately, there is little or no change to report in the market, and all descriptions remain quite firm. Java: Offerings during the week 5,971 pkgs., against 6,232 pkgs. last year; total from Jan. 1 to date 29,177 pkgs.; against 42,802 pkgs. last year. In sympathy with other growths a strong demand prevailed at to-day's sales and frequent advances were recorded for practically all descriptions. Among the highest averages were:—Bogelen (Tambi) and Perbawatte, 10½d.; Pagilaran, Tanara, Tjumas, and Windos, 10d. The average for the whole sale on garden account is 9½d. per lb., compared with 8½d. per lb. a year ago. Messrs. Shepard and Co. write in their Indian and Ceylon Tea Market Report:—"Indian: Supplies at auction this week amounted to 62,160 pkgs., inclusive of 7,460 pkgs. South India tea, and all but 2,500 were disposed of in the room. A further movement in sellers' favour has to be noted. Ceylon: Offerings this week amounted to 24,652 pkgs., of which 364 were taken out uncolled. With a strong and active demand, practically all descriptions showed a dearer market. Java: 5,971 packages offered. All grades were actively competed for, tea under 10d. as a rule showing 1½d. advance. A parcel of fine silvery Flowery Orange Pekoe was taken out at 2s. 6½d. bid. There have been persistent rumours in Minging Lane of a coming further advance in the tea duty. Although no official statement has been made on the subject, an increase is regarded in Minging Lane circles as not altogether unlikely, and the strong tone of the market recently is attributed partly to heavy buying by merchants in anticipation of such a move.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$800 s.	110,000	\$125	all	855 July.	700 Oct.	800	800	{ £2 3/- & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd.	£160 s.	10,000	\$250	50	450 Dec.	305 Oct.	260	260	{ Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	£175 b.	10,000	\$15	25	145 May	133 Jan.	175	175	{ Final of 12½ p.c. making 25 p.c. for 1913
Union Ins. Society of Canton, Ltd.	\$855 b.	12,400	\$250	100	847½ April	700 Oct.	\$855	\$847	{ Final of \$20 making \$50 for 1912 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$235 s.	12,000	\$100	60	20 April	192½ Jan.	235	235	{ Final of \$12 mak. \$5 for 1912 & Int. of \$3 for 1913
Fire Insurances.									
China Fire Ins. Co., Ltd.	\$143 s.	50,000	\$100	20	160 July	140 Oct.	143	143	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$373 b.	8,000	\$250	50	395 Feb.	368 April	373	373	\$27 for 1913
Shipping.									
China & Manila S.S. Co., Ltd.	\$45 b.	30,000	\$25	all	10 Jan.	5½ Dec.	5	5	\$1 for '906
Douglas Steamship Co., Ltd.	\$35 b.	20,000	\$50	all	36 Mar.	27½ Nov.	35	32	{ Final of 40 cts. making 90 cts for year ending 31/12/14
Hongkong, C. & M.S.S. Co., Ltd.	\$23 b.	80,000	\$15	all	29½ Jan.	22 Dec.	23	22	{ Final of 3½ m'king 6½ on preferred shares & 5½ on deferred shares for year 1913. Interim of 1/4 a/c 1914 C.No. 23
Indo-China Steam Navigation Co., Ltd.	\$80 s.	{ 60,000 \$5 } { 60,000 \$5 }	all		79 Jan.	50 Sept.	80	80	{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Shell Transport & Trading Co., Ltd.	\$8/9 s.	3,797,610	£1	all	106½ Feb.	70 Sept.	88/9	88/9	
Star Ferry Company, Ltd.	\$36 s.	40,000	\$10	all	49 Mar.	40 Nov.	36	36	
Refineries.									
China Sugar Refining Co., Ltd.	\$108½ s.	20,000	\$100	all	96½ Feb.	70 Nov.	110	108½	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$28 b.	7,000	\$100	all	31 Jan.	17 Dec.	28	27	\$3 for 1897
Mining.									
Kailan Mining Admin'n.	\$32/6 s.	1,000,000	£1	all	4½ Feb.	33/6 Dec.	32/6	32/6	{ Final of 5 % Coupon No. 4 making 10 % for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	\$4 s.	200,000	£1	all	3½ Jan.	190 Nov.	4½	4½	{ 1/2 for 1909
Tromch Mines Ltd.	\$32/6 s.	160,000	£1	all	39½ Feb.	19/6 Nov.	32/6	31/6	{ 1/2 mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
Hongkong & K.W. & G. Co., Ltd.	\$65½ b.	60,000	\$50	all	89 Jan.	73 Nov.	65½	65½	\$3.50 for year 1914
H'kong & W'pea D Co., Ltd.	\$59 b.	50,000	\$50	all	77 Jan.	53 Oct.	59	57	\$3 dividend for year 1913
Shai Dock & Eng. Co., Ltd.	\$53 s.	55,700	£100	all	60 July	50 Dec.	53	53	Tls. 5 for 1913
Shai & H'kew W. Co., Ltd.	\$91 s.	34,000	£100	all	109 Jan.	82½ Dec.	92½	91	Tls. 5 for 1914
Land, Hotels and Buildings.									
Anglo French Lands	\$94 s.	13,000	£100	100	128 July	120 Dec.	94	94	Tls. 6½ for year ending 29/2/14
H'kong Hotel Co., Ltd.	\$118 s.	20,000	\$50	50	128 July	120 Dec.	118	118	{ \$2.50 for half year ending 31/12/14
H'kong Land Investment Co.	\$110 s.	50,000	\$100	all	117½ July	98 Nov.	110	110	{ \$3½ for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	\$6½ s.	150,000	\$10	all	94 Jan.	7 Nov.	6½	6½	45 cents for year 1914
K'loon Dock & Building Co., Ltd.	\$42 s.	5,000	\$50	10	45½ Jan.	4 Feb.	42	41	\$3 for 1914
Shanghai Lands	\$97 b.	78,000	£50	all	98 Dec.	89 Oct.	97	97	{ Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ltd.	\$68½ s.	12,500	\$30	all	73 June	66 Feb.	68½	68½	\$2.25 for half year ending 31/12/14
H'kong Central Estates	\$95 b.	10,000	\$100	all	—	—	95	95	\$4.09 for 7 months ending 31/12/14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	\$135½ s.	20,000	£50	all	138 July	125 May	135½	135½	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	\$6½ s.	125,000	\$10	all	84 Mar.	7 June	6½	6½	50 cents 31/7/08
Kung Yik	\$12½ s.	75,000	£10	all	144 Jan.	11 Mar.	12½	12½	Tls. 1.20 for year ending 30/11/14
Laou Kung Mow	\$8 s.	8,000	£100	all	110 Feb.	70 May	86	86	Tls. 12 for 1913
Shanghai Cottons	\$57 b.	40,000	£50	all	135 Feb.	70 Nov.	87	87	{ Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1. year end g 30/6/14
Miscellaneous.									
China Borneo Company, Ltd.	\$11 s.	60,000	\$10	all	12 May	10 Dec.	11	11	\$1.20 for 1913
China Light & Power Co., Ltd.	\$31 s.	50,000	\$5	all	490 July	4 April	334	334	6½ for year ending 28.2.06
Co. (Spec. shares)	\$1 s.	50,000	\$1	all	—	—	—	—	70 cts. for 1914.
China Prov. L. & M. Co., Ltd.	\$33 b.	15,500	\$10	all	9 Jan.	7 Nov.	7½	7½	\$1.50 for year ending 31/7/14
Dairy Farm Company, Ltd.	\$33 s.	40,000	£1	all	39 June	35 Aug.	34	33	40 cts. for 1911.
Green Island Cement Co., Ltd.	\$7 s.	400,000	\$10	all	690 Jan.	5 Dec.	7	6	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	\$141 s.	6,000	\$10	all	49 Jan.	36 Nov.	41	41	Interim of \$2½ a/c 1914
Hongkong Ice Company, Ltd.	\$190 s.	5,000	\$25	all	217½ July	174 Dec.	190	190	Interim of \$1 a/c 1914
Hongkong Rope Mfg. Co., Ltd.	\$27 b.	60,000	\$10	all	25 June	22 Apr.	27	27	{ Final div. of 6d. making 7½d per share for 1913
Hongkong Tramway Co., Ltd.	\$10 s.	325,000	£5	all	13½ July	7 Feb.	5.15	5.10	{ Interim of T. 1 making T. 2 a/c 1913
Langkats	\$59 s.	250,000	£10	all	64½ Mar.	28 Dec.	39	39	{ 80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30/4/14
Peak Tramway Co., Ltd. (Old)	\$10 s.	25,000	\$10	all	10½ Jan.	9½ June	10	10	None
Do (New)	\$1 s.	50,000	\$10	all	93 cts. Jan.	75 cts. Dec.	1	1	\$1.50 for 1910.
Philippines Ltd.	\$5 s.	75,000	\$10	all	—	—	5	5	None
H. Price & Co., Ltd.	\$6 s.	12,000	\$10	all	—	—	6	6	None
Societe des Pulpes et Papier torres du Tonkin	\$20 s.	13,200	\$50	all	—	—	20	20	None
Steam Laundry Co., Ltd.	\$34 s.	20,000	\$5	all	5.60 June	4 Nov.	34	34	35 cts. for year ending 31/5/14
Union Water-boat Co., Ltd.	\$18 s.	27,723	\$10	all	22½ Feb.	17 Jan.	18	18	{ \$1.00 per share for year ending 31/12/14
Watson and Co., Ltd.	\$7 s.	90,000	\$10	all	8½ April	6.90 Dec.	7	7	70 cts. for 1913
William Powell, Limited.	\$16½ s.	21,000	\$7	all	9½ Jan.	6½ Dec.	6½	6½	{ 50 cts. on old shares and 25 cts. on new year shares for year ending 30/6/14
S. C. Morning Post	\$29 b.	6,000	\$25	all	30 June	92 Dec.	29	29	{ \$1. Interim a/c year 31.8.14

WRIGHT & HORNBY.

Share and General Brokers.

6, Des Voeux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON MAR. 24, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

24th March.

Selling.	Demand India 137	T/T France 23½	6 m/s. France 247½
T/T 1/9½	T/T Bombay 137	Demand Paris 232	Gold Leaf per tael \$58.40
Demand 1/9 15/16	Demand Bombay 137	On Haiphong 7½ prem.	Sovereign \$10.75 nom.
30 d/s 1/10	T/T Calcutta 137	On Saigon 7	Bar Silver ready 23 13/16
60 d/s 1/10 1/16	Demand Calcutta 137	On Bangkok 8½	forward
4 m/s 1/10½	Demand Manila 89 3/4	Buying.	
T/T Shanghai 78	T/T San Fco & N.Y. 43½	4 m/s. L/O 1/10½	
Private 30 d/s sight	Demand New York 44	4 m/s. D.P. 1/10½	
T/T Singapore 78½	T/T Java 111 1/4	6 m/s. L/O 1/11	
T/T Japan 89½	T/T Marks Nom.	30 d/s. Sney & M. 110½	
T/T India 136½	Demand Germany	30 d/s. San Fco & N.Y. 45 3/8	
		4 m/s. Marks Nom.	
		4 m/s. France 247½	

SUBSIDIARY COINS.

Discount per \$100:

Chinese 20 cts. pieces \$18 5/8

Chinese 10 " " " 419

Hongkong 20 cts. pieces \$15½

Hongkong 10 " " " \$15 5/8

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BANK OF CHINA

BOMBAY, LONDON.
CALCUTTA, MANILA.
CANTON, PANAMA.
CEBU, PEKING.
COLON, SAN FRANCISCO.
HANKOW, SHANGHAI.
HONGKONG, SINGAPORE.
KOBE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS..... 4,060,000

(U.S. Gold) \$7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

Hongkong, 22nd Oct. 1914

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2½

— \$15,000,000

Silver \$18,000,000

Reserve Liability of

Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale, Chairman.

W. L. Pattenden Esq., Deputy Chairman.

S. H. DeWitt Esq.

G. T. M. Peking Esq.

C. S. Gubbay Esq.

P. H. Holyoak Esq.

J. A. Plummer Esq.

Hon. Mr. E. Shellim.

CHIEF MANAGER

Hongkong—N. J. Stabb

MANAGER

Shanghai—A. G. Stephen.

London Bankers—London

County and Westminster

Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB

Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above

Bank is conducted by the

HONGKONG AND SHANGHAI

BANKING CORPORATION

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,

Chief Manager

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital \$1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund 100,000

BANKERS:

Bank of England.

London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON

Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE—LONDON.

Paid-up Capital \$1,200,000

Reserve Fund \$1,800,000

Reserve Liability of

Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,

Manager.

Hongkong, 11th April, 1912. 12

OPIUM QUOTATIONS.

Feb. 25

GERMAN VIOLATIONS.

(Continued from page 3.)

So far as British merchant shipping is concerned, the Navy League are unable to discern any fresh development of the methods of naval warfare in the declaration of the German Admiralty. The total disregard of international conventions was fully manifest from the earliest stages of the war; but the avowed intention to prosecute a programme of piracy and murder from which neutral commerce will not be exempt, will serve to enlighten the non-belligerent nations upon the real character of German aggression. When Great Britain declared the North Sea a military area every conceivable precaution was taken to protect the interests of neutral shipping. In contrast with this sane and perfectly legitimate procedure, the world is menaced—for what it may be worth—with the threat of attack upon life and property, neutral and belligerent alike.

3. Neutral Ships.

The Executive Committee of the Navy League has given careful study to that part of the proceedings of the Hague Peace Conference and of the International Naval Conference held in London in 1908-09 which deal specifically with the rights and privileges of neutral shipping during maritime war and nothing can be more convincing than that it was the definite and unanimous desire of both Conferences to protect in the fullest measure possible the free access to and safe transport of neutral commerce in waters which might be the theatre of warlike activity. It was, of course, fully contemplated that such vessels would be subject to the right of search by belligerents and would under given conditions be liable to capture. Great care was however, taken to define the regulations applicable to captured neutral ships. These regulations are embodied in the articles comprised by Chapter IV. of the Declaration of London, and will be found in Schedule B. attached to this Memorandum. It will clearly be impossible to give effect to these articles—to which Germany is the first signatory—if neutral ships are attacked without warning on the high seas.

The Navy League, therefore, earnestly appeal to the voluntary naval organisations of all neutral countries to protest against the criminal breach by Germany of solemn engagements which in the sight of all nations it pledged itself to observe.

Attached to the Memorandum are the provisions of the Hague Convention relating to attack upon hospital ships, and the International Naval Conference's articles relating to destruction of neutral prizes.

SILIMPON GOAL.

BUNKERS

can be supplied at cheap rates at SANDAKAN & SEBATTI

(British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA IS UNIFORMLY EXCELLENT

Obtainable Everywhere.

RUTTONJEE & SON.

THE WAR.

(Continued from back of page 8.)

Dec. 20-26—Severe fighting on the line of the Bzura River.

Dec. 22—French Parliament assembles.

Dec. 23—French Chamber votes war credit of £340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Nienport.

Jan. 1, 1915—British battleship Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3—Russians win decisive victory over Turks in the Caucasus. Russians overrun Bukovina.

Jan. 8—French advance across Aisne, north of St. Mihiel.

Jan. 13—Turks occupy Tabriz. Count Berchtold resigns.

Jan. 19—German air fleet bombards Yarmouth and other Norfolk coast towns.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea; the Blücher sunk.

Jan. 26—Germans lose two battalions at Givency and Guinchy.

Jan. 31—Germany inaugurates submarine raids on British shipping.

Feb. 3—German destroyer sunk by Russian submarine off Denmark. German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties 104,000. Turks retreat from Suez Canal.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles after destructive bombardment.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 3-10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—Announced that German losses in La Bassée region total 10,000 in three days.

March 14—German cruiser Dresden sunk off Juan Fernandez Island.

March 16—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles. Admiralty announces that it has reason to believe the Karlsruhe was sunk off the West Indies in November.

March 19—Russians enter Memel, East Prussia.

March 21—Futile Zeppelin raid on Paris.

March 22—Prizmygl surrenders to the Russians.

POST OFFICE.

NOTICE IS GIVEN THAT ALTHOUGH REVEY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL POSTAL PACKETS WHILST IN THE CUSTODY OF THE POST OFFICE THE POSTMASTER GENERAL CANNOT GIVE COMPENSATION FOR ANY LOSS OR DAMAGE WHICH MAY BE DUE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, CRETTE OR MONTENEGRO AND NO LETTERS, BOXES OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

War risks are not covered by postal registration or insurance.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

The services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France & Tsingtau.

British Postal Orders are now on sale at the Sai Yung Poon Branch Post Office.

The Public are advised to post early as there is a danger of late posted correspondence missing the mail owing to the congestion.

The afternoon Mail for Canton will close at the General Post Office at 6 p.m. No late bag will be closed on board the steamer.

The Pillar Box formerly at the junction of Kimberley and Nathan Roads has been removed to the junction of Austin Avenue and Kimberley Road.

Compensating on Saturday, the 27th inst. a mail for Canton will be closed at the G. P. O. every Saturday, at 6 p.m.

The Oriental, with the English Mail left Singapore on Sunday, the 21st inst., and is expected to arrive here to-morrow.

The Nubia, with the Mail from London (via Siberia) of Saturday, the 27th ult. is due to arrive here to-morrow.

The Tambo Maru, with the American Mail ex Manchuria, is scheduled to arrive here on Sunday, the 28th inst.

The Ernest Simons, with the French Mail is due to arrive here on Sunday, the 28th inst.

MAILS DUE.

English, Oriental, 25th inst.
Siberian, Nubia, 25th inst.
American, Tambo Maru, 28th inst.
French, Ernest Simons, 28th inst.

MAILS CLOSE TO-MORROW.

Shanghai & N. China—Per LUICHOW, 25th inst., 3 p.m.
Hohow & Peking—Per WENCHOW, 25th inst., 9 a.m.

Straits, Ceylon, Maldives & London—Per SUWA MA, 25th inst., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, United States, S. America & Canada via San Francisco & United Kingdom via Canada (Europe via Siberia)—Per CHIO MA, 25th inst., 11 a.m.

(Tientsin-Peking Railway Shanghai Br. P. O. Monday, 29th inst.)

FRIDAY, 26th March.

Shanghai and North China (Europe via Siberia)—Per ORIENTAL, 26th inst., 9 a.m.

(Tientsin-Peking Railway Shanghai Br. P. O. Monday, the 29th March.)

Hulphong—Per KEMO MARU, 26th inst., 9 a.m.

Wei-hai-wei & Tientsin—Per HUICHOW, 26th inst., 10 a.m.

Straits, Burma, Ceylon, Aden, India, Egypt, and Europe. Late Letters, 10.30 a.m. to 11 a.m. (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The parcel mail will be closed on Thursday the 25th inst. at 5 p.m.—Per NUBIA, 26th inst., 11 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 26th inst., noon.

Shanghai & North China—Per YINGCHOW, 26th inst., 4 p.m.

SATURDAY, 27th March.

Philippines, Japan via Nagasaki and Seattle, Wash.—Per MINNEBOTA, 27th inst., 11 a.m.
Haliphong—Per SUNGKIANG, 27th inst., 4 p.m.

SHIPPING NEWS.

ARRIVED.

Haltan, Br. s.s. 1,183, J. W. Evans, 24th inst.—Swatow, 23rd inst., Gen.—D. L. & Co.

Devawongse, Br. s.s. 1,047, C. W. Shearer, 23rd inst.—Singapore, 18th inst., Riss—Chinese.

Takung, Br. s.s. McClure, 24th inst.—Hohow, 24th inst., Gen.—J. M. & Co.

Hercules, Norw. s.s. 2,439, R. Wilhelmsen, 23rd inst.—Chingwantao, 16th inst., Coal—D. & Co.

Yingchow, Br. s.s. 1,216, E. L. Jones, 24th inst.—Shanghai, 19th inst., Gen.—B. & S.

Talshun, Chi. s.s. Westerland, 24th inst.—Shanghai, 23rd inst., Gen.—Q. M. S. N. Co.

Tosa Maru, Jap. s.s. 3,610, S. Takano, 23rd inst.—Moji, 18th inst., Gen.—N. Y. K.

Benvenich, Br. s.s. 2,160, F. Smith, 24th inst.—Singapore, 17th inst., Gen.—G. L. & Co.

Suwa Maru, Jap. s.s. Mural, 24th inst.—Shanghai, 21st inst., Gen.—N. Y. K.

Luchow, Br. s.s. 1,221, Monthrol, 24th inst.—Canton, Gen.—B. & S.

S. Rickmers, Dat. s.s. Schurman, 24th inst.—Canton, Gen.—Chinese.

Taiwan Maru, Japan s.s. 1,145, H. Sakai, 24th inst.—Hohow, 21st inst., Gen.—S. N. Co.

Dalgi Maru, Japan s.s. 846, S. Tokushige, 24th inst.—Swatow, 23rd inst., Gen.—O.S.E.

DEPARTED.

March 23.

Kumi Maru for Hull (G.B.)
Kiangping for Kohan
Yanku Maru for Kobe via Shanghai
Aki Maru for Seattle via Shanghai
Hue for Haliphong via K. C. Waa
Hulchow for Canton
Boyarin for Haliphong
Team for Holo via Manila
Kanchow for Shanghai
Hulchow for Foochow via Swatow
Rangoon Maru for Bombay via Singapore
City of Corinth for London via Kweichow

CLEARANCES AT THE HARBOUR OFFICE.

March 23.

Tungshan for Canton

March 24.

Namsang for Calcutta via Singapore
Prometheus for Bangkok
Tosa Maru for Calcutta via Singapore
Yingchow for Canton
Fausang for Saigon

PASSENGERS ARRIVED.

Per s.s. Talshun from Shanghai—Mr. & Mrs. Hall.

Siberian Mail, Shanghai, and North China (Europe via Siberia)—SHAOH-SING, 27th inst., 4 p.m.

(Tientsin-Peking Service Shanghai Br. P. O. Thursday, 1st April.)

MONDAY, 29th March.

Swatow, Amoy, Foochow via Tamsui—Per KALJO MA, 29th inst., 11 a.m.

TUESDAY, 30th March.

Philippines Islands, and Japan via Nagasaki, Honolulu, United States, South America & Canada via San Francisco & U. Kingdom via Canada—Per OCHIA, 30th inst., 11 a.m.

Philippines Islands, Japan via Nagasaki, Victoria, and Tacoma and United Kingdom via Canada—Per OANADA MARU, 30th Mar., 1 p.m.

Philippines Islands—Per CHINHUA, 30th inst., 3 p.m.

FRIDAY, 2nd April.

Swatow, Amoy & Foochow—Per HAITAN, 2nd April, noon.

Swatow, Amoy & Foochow—Per HAITAN, 30th inst., noon.

SATURDAY, 3rd April.

Straits, Burma, Ceylon, Aden, India, Egypt, and Europe. Late Letters, 10.30 a.m. to 11 a.m. (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The parcel mail will be closed on Thursday the 25th inst. at 5 p.m.—Per NUBIA, 26th inst., 11 a.m.

WEDNESDAY, 7th April.

Philippines Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea, via Thursday Is.—Per OCHANG-SHA, 7th April, 11 a.m.

Oysters, Fresh, Fried or Stewed
Flindon Haddock, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 24th at 11.55—Pressure has decreased quickly over northern Japan and slightly over N. China and the Bonin. It has increased slightly to moderate over S. China, Formosa, Annam and the Philippines, and considerably over South Manchuria and South Japan.

The depression has deepened and moved to the east of Hokkaido; the anticyclone has also moved eastwards and is now central in the Eastern Sea to the south of Korea.

Moderate to fresh easterly winds will prevail over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.94 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E. & S.E. winds, fresh to moderate; cloudy generally, some rain.
2 Formosa Channel	N.E. winds, fresh.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

24th Mar., a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Weather
Wootook	7a	30.32	22	n	3 b	
Namuts	6a	29.32		n	u	
Yanku	"	29.58		nne	2	
Tokio	"	29.95		n	1	
Kochi	"	30.23		sw	1	
Nagasaki	"	30.25		e	1	
K'angina	"	30.23		n	1	
Ohshima	"	30.19		n	4 r	
Naha	"	30.15		ene	2	
Wailima	"	30.03		ne	4	
Bonin Is.	"	30.08		w	1	
Chafuo	"	30.21	39	82	sw	6 b
W'haiwei	"					
Hankow	"					
Ichang	"					
Kiukiang	"					
Shanghai	"	30.32	45	ene	1 b	
Guttsang	"	30.30	45	e	2 or	
Sharp P.	7a	30.08	49	92	0 or	
Amoy	"	30.07	57	87	ne	2 or
Swatow	"	30.13	55	100	ne	2 or
Talshun	5a	30.06	61	98	e	4 r
Talshun	"	30.03	64	98	ne	2
Talshun	"	30.02	64	98	nne	4 b
Koshun	"	30.09	70	98	ne	2
P'ores	"	30.06	64	n	7 r	
Canton	6a	30.01	63	100	e	2 or
H'kong	"	30.04	61	95	e	6 orit
Gap Rock	"	30.03	64	95	e	6 o
Macao	"	30.02	63	98	ene	2 of
W'haiwei	9a					
Fakhoi	"					
Hohow	"					
Phuilen	6a	29.99	72	96	e	4 of
Touzan	"	29.93	73	95	sw	2 of
C. St. J.	"	29.91	77	92	ene	4 o
Aparr	"	29.95	73	92	ene	2
Dagupan	"	29.98	76	92	ene	1 b
Manila	"	29.98	68	92	ene	1 b
Logaspi	"	29.97	79	85	ne	1 b
Tacloban	"	29.97	75	92	wnw	1 b
Hollo	"	29.94	77	84	n	3 o
Surigao	"	29.80	73	95	e	0 o
Lubuan	"					

O. W. JEFFRIES, Director.

Hongkong Observatory, Mar. 24.

1 Barometer, reduced to 32 degrees Fahrenheit at the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, s squally, r rain, s snow, t thunder, v visibility, w dew wet.

6 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day	On date	On date
at 5 p.m.	at 6 a.m.	at 5 p.m.
Barometer	30.01	30.03
Temperature	70	61
Humidity	92	95
Wind Direction	E	E
Force	3	6
Weather	o	oit
Rain		0.04
Highest open air Temperature on the day	77	
Lowest	61	

H.K. Observatory, 24th March.

O. W. JEFFRIES, Director.

TIDE TABLE.

22nd Mar., to 28th Mar., 1915.

High Water	Low Water
Mean Time	Mean Time
Mon. 22	30 30
Tues. 23	No inferior
Wed. 24	No inferior
Thur. 25	No inferior
Fri. 26	No inferior
Sat. 27	No inferior
Sun. 28	No inferior

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI	Oriental Capt. A. L. Va'entini	10 a.m. 26th Mar.	Freight & P'sage
LONDON via Usual Ports of call	Nubia Capt. A. B. Garwood R.N.R.	noon 26th Mar.	Freight & P'sage
L'DON via Spore, Penang, Colombo, Port Said and Marseilles	Namur Capt. A. Collyer	10 a.m. 31st Mar.	Freight & P'sage
SHANGHAI MOJI, AND KOBE AND YOKO- HAMA	Nellore Capt. J. Gaunt R.N.R.	about 1st April	Freight & P'sage